Interstate 215/McCall Boulevard Interchange Improvements Project

CITY OF MENIFEE, RIVERSIDE COUNTY, CALIFORNIA
DISTRICT 8 – RIV – 215 (PM R20.1/21.5)
EA-1F700/PN 0815000023

Draft Environmental Impact Report /Environmental Assessment



Prepared by the
State of California, Department of Transportation
and City of Menifee

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

September 2025

General Information about This Document

What's in this document:
The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), in cooperation with the City of Menifee (City), has prepared this Environmental Impact Report/Environmental Assessment (EIR/EA), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in the City of Menifee, Riverside County, California. Caltrans is the lead agency under both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Additional copies of this document and related technical studies are available for review at the following locations:

City of Menifee
Public Works Department
29844 Haun Road
Menifee, CA 92586

Open 8am-5pm M-Th
Open 8am-4:30pm F
Closed Saturday/Sunday

Sun City Library
26982 Cherry Hills Blvd
Menifee, CA 92586

Open 10am-6pm M, W, Th, F
Open 11am-7pm Tuesday
Open 10am-3pm Saturday
Open 11am-4pm Sunday

- Attend the open forum public hearing at the Sun City Civic Association in Webb Hall located at 26850 Sun City Blvd, Sun City, CA 92586 on **December 4, 2025, 4:00pm – 6:00pm**
- For more information, please visit the following website:
  - https://cityofmenifee.us/325/Environmental-Notices-Documents

We'd like to hear what you think. If you have any comments about the proposed project, please attend the public hearing and/or send your written comments via post or email to Caltrans by the **December 22, 2025** deadline.

Submit your comments via postal mail to:

Malisa Lieng, Branch Chief Environmental Studies "A"
California Department of Transportation District 8
464 West 4th Street, 6th Floor, MS-823
San Bernardino, California 92401-1400

Submit comments via email to: I-215McCallProject@dot.ca.gov

- Please use "I-215 – McCall IC" in the subject line of the email

Be sure to submit comments by the deadline: **December 22, 2025**

What happens next:

After comments are received from the public and reviewing agencies, Caltrans, as assigned by the FHWA, may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, Caltrans, in cooperation with the City of Menifee, could design and construct all or part of the project.

Alternative Formats:

For individuals with sensory disabilities, this document can be made available in Braille, large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please contact Nicolas Fidler, the City of Menifee's Project Manager, at nfidler@cityofmenifee.us or (951) 723-3703. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

SCH# 2024031172
8-RIV-215-PM R20.1/21.5
EA-1F700
PN 0815000023

Widen the existing McCall Boulevard interchange on Interstate 215 (Postmile (PM) R20.1 to PM 21.5) in the City of Menifee in Riverside County, California

DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

RESPONSIBLE AGENCIES:
City of Menifee

9/25/2025
Date

Antonia Toledo
Acting Deputy District 8 Director, Environmental
California Department of Transportation
NEPA Lead Agency
CEQA Lead Agency

The following persons may be contacted for additional information concerning this document:

Malisa Lieng
Branch Chief, Environmental Studies "A"
California Department of Transportation
464 West 4th Street, MS 823
San Bernardino, CA 92401
(909) 261-3955

Summary

NEPA Assignment

Since 2007, Caltrans has performed federal responsibilities for environmental decisions and approvals under NEPA for highway projects in California that are funded or otherwise approved by FHWA. These responsibilities have been assigned to Caltrans by FHWA pursuant to Title 23 United States Code (USC) Sections 326 and 327 and two Memoranda of Understanding signed by FHWA. Please see the Caltrans Standard Environmental Reference (SER) Volume 1, Chapter 38, "NEPA Assignment" for additional information.

The proposed project is a joint project by Caltrans and FHWA and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA. Caltrans is the lead agency under CEQA and NEPA.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, often a "lower level" document is prepared for NEPA.

After receiving comments from the public and reviewing agencies, a final environmental document will be prepared. Caltrans may prepare additional environmental and/or engineering studies to address comments. The final environmental document will include responses to comments received on the EIR/EA and will identify the preferred alternative.

Upon completion of the final environmental document, Caltrans will decide whether to approve the project and issue a Notice of Determination for compliance with CEQA, and whether to issue a Finding of No Significant Impact or require an Environmental Impact Statement for compliance with NEPA. If approved, a Notice of Availability of the Finding of No Significant Impact will be sent to the affected units of federal, state, and local government, and to the State Clearinghouse in compliance with Executive Order 12372.

Introduction

The City of Menifee (City), in cooperation with the California Department of Transportation (Caltrans), proposes to reconstruct the Interstate 215 (I-215)/McCall Boulevard interchange and widen McCall Boulevard to address traffic congestion and delays associated with new and proposed developments. The limits of work for this project are along I-215 between post mile (PM) R20.1 and PM 21.5 and includes the widening of the existing overcrossing (OC) structure along McCall Boulevard over I-215, adding a bike/Neighborhood Electric Vehicle (NEV) lane on both sides of the road/bridge, adding sidewalk on the north side of the road/bridge, modifications of the associated on- and off-ramps, and improvements at the nearby intersections of McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive. The McCall Boulevard OC, an east-west roadway, currently provides two traffic lanes in each direction and one left-turn lane at the ramp intersections.

Two viable alternatives have been selected for consideration. The Build Alternative proposes to keep the existing Type L-1 Tight Diamond interchange configuration, and widen McCall Boulevard, the I-215 overcrossing, and the I-215 ramps. The No Build Alternative proposes that

no improvements be implemented on the mainline facility and the existing overcrossing would not be widened.

Project Impacts

Table S-1 summarizes and compares the effects of the Build Alternative and the No Build Alternative. The proposed avoidance, minimization, and/or mitigation measures to reduce the effects of the Build Alternative are also presented. A complete description of potential effects and recommended measures is provided in Chapter 2.

Table S-1: Summary of Impacts and Avoidance, Minimization, and/or Mitigation Measures

Affected Resources	Potential Impact: No Build Alternative	Potential Impact: Build Alternative	Avoidance, Minimization, or Mitigation Measures
Existing and Future Land Use	None.	The Build Alternative would require some permanent acquisitions and temporary construction easements; however, no changes to land use would occur as a result of the project.	None.
Consistency with State, Regional, and Local Plans and Programs	The No-Build Alternative would require substantial updates to the regional and local plans.	The Build Alternative would be consistent with all applicable State, Regional, and Local Plans and Programs.	None.
Growth	None.	The Build Alternative would increase the capacity of McCall Boulevard in the project area but would not change overall land use or provide access to previously undeveloped land. It would accommodate planned growth but would not affect land use decisions in a way that would encourage growth beyond reasonably foreseeable levels.	None.
Community Character and Cohesion	None.	The project would generally improve access to adjacent and nearby land uses by reducing congestion. The Build Alternative would not displace or relocate any residents or encourage more people to move to the surrounding areas. The project would construct pedestrian and bike/NEV facilities to provide permanent connectivity through the project area to community activity areas.	None.
Relocation and Real Property Acquisition	None.	The Build Alternative is anticipated to require the partial acquisition of 15 parcels for right of way expansion and will also require temporary construction easements from seventeen parcels. No full acquisitions or relocations are anticipated.	**RRPA-1**: Right of way will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and property owners will receive just compensation and fair market value for their property.
Utilities/Emergency Services	None.	Frontier Communications may be required to relocate their telephone line during construction. Emergency response times between senior/residential communities and the police/fire departments west of the interchange and the medical hospital east of the interchange will be improved.	None
Traffic and Transportation/ Pedestrian and Bicycle Facilities	The No-Build Alternative would result in diminishing LOS at surrounding interchanges and	The Build Alternative would reduce vehicle delay by up to 70% and 78% in the study area during the AM and PM peak periods, respectively, while	Measure **TRA-1** will require the project to prepare and implement a Traffic Management Plan

Affected Resources	Potential Impact: No Build Alternative	Potential Impact: Build Alternative	Avoidance, Minimization, or Mitigation Measures
	intersections/ Without improvement to the area, the existing geometric deficiencies would not be corrected, conditions would continue to worsen with increased traffic volumes, and the queuing onto the mainline would continue to increase collision rates. In the No Build scenario, there would be an increase in congestion, specifically focused on the McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive intersections, and LOS in the region would continue to deteriorate, which would result in the operational breakdown of both McCall Boulevard and I-215. The gap in pedestrian/bike/NEV connectivity and delays with public transit would continue to hamper the community's use of alternative modes of transportation.	serving approximately 5% more traffic demand during the AM peak hour and 8% more traffic demand during the PM peak hour. The Build Alternative is estimated to induce 2.1 million VMT per year. The City of Menifee proposes a separate project to reduce the number of lanes on a parallel facility to offset the VMT induced by the widening of McCall Boulevard. La Piedra Road, a parallel facility 2.75 miles south of the McCall Interchange, will be reduced from 4 to 2 lanes, which will reduce VMT by approximately 4.5 million VMT per year, resulting in a net VMT change of -2.7 million VMT per year. The Build Alternative would include the construction of pedestrian and bicycle facilities. The Project would construct sidewalks on the north side of the overcrossing, consistent with the existing sidewalk on the south side of the overcrossing, and bicycle/ Neighborhood Electric Vehicle lanes on both sides of the overcrossing, which would extend along McCall Boulevard to the Encanto Drive and Bradley Road intersections to connect with existing and future planned bicycle and pedestrian facilities.	during construction to maintain traffic flow throughout the I-215 corridor, provide a safe environment for both the work force and motorists, and finally to minimize impact to local businesses and residences. VMT is an impact criteria under CEQA. With implementation of **TRA-2**, the road diet project along La Piedra Road, VMT impacts would be less than significant. Additionally, prior to Environmental Certification/ completion of Final Design, the City shall process a General Plan Amendment to reclassify the road designation for the La Piedra Road.
Visual/Aesthetics	None	Visual impacts as a result of the Build Alternative would be moderately-low, as the viewer response for neighbors and travelers would be low. Construction is anticipated to last approximately 18 months. Visible short-term fugitive dust associated with construction is anticipated..	Implementation of **VIS-1** through **VIS-5** will ensure construction dust would be reduced through compliance with South Coast Air Quality Management District (SCAQMD) Rules and Regulations, Rule 403 Fugitive Dust (SCAQMD 1976), as well as implementation of Caltrans Standard Specifications for Construction, such as Section 10 and 18 (Dust Control).
Cultural Resources	None.	No known historic properties and no permanent impacts to cultural resources are anticipated. No temporary impacts to cultural resources are anticipated; however, if cultural materials are	Implement **CUL-1** and **CUL-2** in the event of unanticipated discovery of cultural materials or human remains

Affected Resources	Potential Impact: No Build Alternative	Potential Impact: Build Alternative	Avoidance, Minimization, or Mitigation Measures
		discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	
Water Quality and Storm Water Runoff	None.	Build Alternatives increases net impervious surface by 2.8 acres and construction would have the potential to introduce pollutants.	Implement **WQ-1** through **WQ-4** to implement Best Management Practices and compliance with storm water permitting requirements.
Geology/Soils/Seismic/Topography	None.	The Build Alternative does not have any known Geology/Soils/Seismic/ Topography impacts identified. Due to required design specifications and permanent BMPs implemented after construction, it is not anticipated that the public will be exposed to potential geologic hazards during operation of the project. During construction activities excavated soil would be exposed, and there would be an increased potential for soil erosion compared to existing conditions.	With the implementation of **WQ-1** and **WQ-2**, Geology/Soils/Seismic/ Topography impacts will be avoided and minimized.
Paleontology	None.	Impacts to paleontological resources are not anticipated.	**PAL-1** will be implemented during construction in the event of an unanticipated discovery of a paleontological resource.
Hazardous Waste/Materials	None.	Low risk hazardous waste sources identified within the project area including soils, asbestos containing material, lead containing paint, and electrical transformers.	Measures **HAZ-1** through **HAZ-8** would be implemented during construction to ensure proper handling and disposal of hazardous wastes.
Air Quality	None.	The U.S. EPA guidance for PM hot-spot analysis and interagency consultation were used to determine whether the project is a POAQC. The project obtained concurrence from both EPA and FHWA that the Project is not a POAQC on February 27, 2024. While the project would contribute to short-term temporary construction emissions and operational emissions, the project is intended to provide and meet existing and future traffic demand.	Implementation of **AQ-1, AQ-2**, and **BCM-03** would ensure construction related air quality impacts are avoided and minimized.
Noise and Vibration	None.	The Build Alternatives would not result in a substantial noise increase of 12 dBA or more over the corresponding existing noise level at any of the	To minimize construction noise impacts on sensitive land uses adjacent to the project site,

Affected Resources	Potential Impact: No Build Alternative	Potential Impact: Build Alternative	Avoidance, Minimization, or Mitigation Measures
		modeled receivers. Additionally, no receivers would experience noise levels that approach or exceed 67 dBA Leq NAC, under the Build Alternative. Therefore, no noise abatement evaluation was necessary. Compliance with the construction hours specified in the City of Menifee Municipal Code would be required. In addition, the project will adhere to the Caltrans Standard Special Provision for minimization of construction noise.	construction noise is regulated by Caltrans Standard Specifications in Section 14-8.02, "Noise Control," and also by SSP 14-8.02, "Noise Control."
Natural Communities	None.	No Project-related impacts to habitats and natural communities of special concern are anticipated..	None.
Wetlands and other Waters	None.	The Sun City Channel, a water of the U.S. and state, is the only water feature present within proximity to the project. The Project is not anticipated to have any temporary or permanent impacts to waters of the U.S. and State. The City would obtain the appropriate permits for this Project, including a National Pollutant Discharge Elimination System (NPDES) Permit from RWQCB.	With the implementation of **BIO-3** and **BIO-4**, impacts to wetlands and other waters will be avoided and minimized.
Animal Species	None.	The Project area includes land that is identified in the MSHCP as potential burrowing owl habitat Preliminary focused surveys of the BSA did not identify any active burrows in the vicinity of the Project area. Project impacts to burrowing owl are not anticipated.	With the implementation of the **BIO-1** and **BIO-2**, impacts to burrowing owl will be avoided and minimized. Implementation of avoidance and minimization measures **BIO-6** through **BIO-9** will be implemented for local wildlife protection, including migratory nesting birds.
Threatened and Endangered Species	None.	No federally or State listed species have potential to occur, take of these species is not expected, and	None.

Affected Resources	Potential Impact: No Build Alternative	Potential Impact: Build Alternative	Avoidance, Minimization, or Mitigation Measures
		consultation with the USFWS or CDFW is not required..	
Invasive Species	None.	The Build Alternative has the potential to spread invasive species to adjacent native habitats in the BSA by construction equipment contaminated by invasive species, the inclusion of invasive species in seed mixtures and mulch, and by the improper removal and disposal of invasive species so that seed is spread within the project study area.	Measure **BIO-5** will ensure invasive species are not spread during construction by requiring decontamination of equipment.
CEQA Climate Change	The No Build would result in higher GHG emissions due to the increase in congestion, specifically focused on the McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive intersections.	The Build Alternatives operations at the interchange and adjacent roadways would improve and GHG emissions would decrease compared to existing conditions and no build conditions for both the open to traffic year and design year. Regional and local GHG reduction policies and strategies would result in further reductions of GHG emissions. Moreover, vehicular emission rates, including GHGs, are anticipated to lessen in future years because of continuing improvements in engine technology and the retirement of older, higher-emitting vehicles.	The Project will implement avoidance and minimization **CC-1** through **CC-4** and **GHG-1** through **GHG-6** to avoid and minimize impacts during construction and operation of the project.
CEQA Cumulative Impacts	None.	Build Alternative could potentially have cumulative impacts under CEQA for Transportation, Air Quality, Noise, and Energy.	None.

TABLE OF CONTENTS

Summary **1**

Chapter 1 – Proposed Project **1**

1.1 Introduction 1

1.2 Purpose and Need 4

1.2.1 Purpose 4

1.2.2 Need 4

1.3 Project Description 5

1.4 Alternatives 6

1.4.1 Alternative 1: No Build 6

1.4.2 Alternative 2: Build Alternative 6

1.5 Comparison of Alternatives 8

1.6 Alternatives Considered but Eliminated from Further Discussion 10

1.7 Permits and Approvals Needed 10

Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures **12**

2.1 Human Environment 13

2.1.1 Land Use 13

2.1.2 Growth 18

2.1.3 Community Character and Cohesion 23

2.1.4 Relocations and Real Property Acquisition 30

2.1.5 Utilities/Emergency Services 34

2.1.6 Traffic and Transportation/Pedestrian and Bicycle Facilities 36

2.1.7 Visual/Aesthetics 61

2.1.8 Cultural Resources 67

2.2 Physical Environment 72

2.2.1 Water Quality and Storm Water Runoff 72

2.2.2 Geology/Soils/Seismic/Topography 77

2.2.3 Paleontology 81

2.2.4 Hazardous Waste/Materials 82

2.2.5 Air Quality 91

2.2.6 Noise and Vibration 109

2.2.7 Energy 120

2.3 Biological Environment 127

2.3.1 Natural Communities 127

2.3.2 Wetlands and other Waters 130

2.3.3 Plant Species....132
2.3.4 Animal Species....133
2.3.5 Threatened and Endangered Species....136
2.3.6 Invasive Species....141
Chapter 3 – California Environmental Quality Act Evaluation....143
3.1 Determining Significance Under CEQA....143
3.2 CEQA Environmental Checklist....144
3.2.1 Aesthetics....145
3.2.2 Agriculture and Forest Resources....147
3.2.3 Air Quality....149
3.2.4 Biological Resources....151
3.2.5 Cultural Resources....154
3.2.6 Energy....156
3.2.7 Geology and Soils....157
3.2.8 Greenhouse Gas Emissions....161
3.2.9 Hazards and Hazardous Materials....163
3.2.10 Hydrology and Water Quality....166
3.2.11 Land Use and Planning....169
3.2.12 Mineral Resources....170
3.2.13 Noise....171
3.2.14 Population and Housing....173
3.2.15 Public Services....174
3.2.16 Recreation....176
3.2.17 Transportation....177
3.2.18 Tribal Cultural Resources....180
3.2.19 Utilities and Service Systems....182
3.2.20 Wildfire....184
3.2.21 Mandatory Findings of Significance....186
3.3 Climate Change (CEQA)....192
Chapter 4 – Comments and Coordination....209
Chapter 5 – List of Preparers....216
Chapter 6 – Distribution List....218

LIST OF APPENDICES

Appendix A Environmental Commitment Record

Appendix B Title VI Policy Statement

Appendix C Summary of Relocation Benefits

Appendix D Air Modeling Results and POAQC Concurrence

Appendix E Noise Modeling Results

Appendix F USFWS, CNDDB, and CNPS Species Lists

Appendix G List of Acronyms and Abbreviations

Appendix H List of Technical Studies

Appendix I Notice of Preparation

Appendix J References

LIST OF FIGURES

Figure 1.1-1: Project Vicinity 2
Figure 1.1-2: Project Location 3
Figure 1.4-1: Project Features 9
Figure 2.1.1-1: City of Menifee Planned Land Uses 16
Figure 2.1.2-1: Proposed Menifee Development in the Project Vicinity 22
Figure 2.1.3-1: Community Study Area and Census Map 25
Figure 2.1.4-1: Existing and Proposed Right of Way 33
Figure 2.1.6-1: Locations of Study Intersections 38
Figure 2.1.7-1: Viewpoint Locations 64
Figure 2.1.8-1: Area of Potential Effects 69
Figure 2.2.2-1: Regional Geologic Map 79
Figure 2.2.5-1: Sensitive Receptors Located Near the Proposed Project 100
Figure 2.2.6-1: Noise Levels of Common Activities 111
Figure 2.2.6-2: Noise Measurements and Receiver Locations 114
Figure 2.3.1-1: Biological Study Area and Vegetation 129

LIST OF TABLES

Table S-1: Summary of Impacts and Avoidance, Minimization, and/or Mitigation Measures 3
Table 1.7: Permits and Approvals Needed 10
Table 2.1.1-1: Consistency with State, Regional, and Local Plans and Programs 17
Table 2.1.2-1: Proposed City of Menifee Development in the Project Vicinity 19
Table 2.1.3-1: Age of Population 24
Table 2.1.3-2: Number and Percentage of Homeowner Occupied/Home Rented 26
Table 2.1.3-3: Tenure by Year Occupant Moved Into Unit 27
Table 2.1.3-4: Employment Status 28
Table 2.1.4-1: Build Alternative - Potential Partial Acquisitions and/or Easements 31
Table 2.1.6-1: Freeway Basic, Merge, Diverge & Weave Freeway Segment LOS Threshold ..41

Table 2.1.6-2: Freeway Basic, Merge, Diverge & Weave Freeway Segment LOS Threshold..42
Table 2.1.6-3: Existing (2021) I-215 Freeway and Ramp Traffic Volumes.....43
Table 2.1.6-4: Existing (2021) I-215 Freeway and Ramp Traffic Volumes.....44
Table 2.1.6-5: Existing (2021) Intersection Operations 45
Table 2.1.6-6: Existing (2021) Conditions Queuing Summary.....45
Table 2.1.6-7: Existing (2021) System-Wide Measures of Effectiveness.....46
Table 2.1.6-8: Opening Year (2028) I-215 Freeway and Ramp Traffic Volumes 47
Table 2.1.6-9: Opening Year (2028) I-215 Operations Summary 48
Table 2.1.6-10: Opening Year (2028) Intersections Operations 50
Table 2.1.6-11: Opening Year (2028) Conditions Queuing Summary.....50
Table 2.1.6-12: Opening Year (2028) System-Wide Measures of Effectiveness 51
Table 2.1.6-13: Design Year (2048) I-215 Freeway and Ramp Traffic Volumes.....52
Table 2.1.6-14: Design Year (2048) I-215 Operations Summary.....52
Table 2.1.6-15: Design Year (2048) Intersections Operations.....54
Table 2.1.6-16: Design Year (2048) Conditions Queuing Summary.....54
Table 2.1.6-17: Design Year (2048) System-Wide Measures of Effectiveness.....55
Table 2.1.6-18: Design Year (2048) System-Wide Measures of Effectiveness.....58
Table 2.1.6-19: Summary of VMT Volumes 58
Table 2.2.5-1. Project Location Attainment Status 93
Table 2.2.5-2. Status of SIPs Relevant to the Project Area. 93
Table 2.2.5-3: Ambient Air Quality Standards 95
Table 2.2.5-4: State and Federal Criteria Air Pollutant Effects and Sources 97
Table 2.2.5-5: Air Quality Concentrations for the Past 5 Years at Winchester Monitoring Site 98
Table 2.2.5-6: Air Quality Concentrations for the Past 5 Years at Riverside-Rubidoux Monitoring Site.....98
Table 2.2.5-7: Sensitive Receptors Located Within 500 feet of the Project Site 99
Table 2.2.5-8: Project Comparison with U.S. EPA's Definition of a Project of Air Quality Concern.....101
Table 2.2.5-9: Summary of Comparative Emissions Analysis in Tons/Year 103
Table 2.2.5-9: Summary of Comparative Emissions Analysis in Tons/Day 104
Table 2.2.5-11: Estimated Construction Emissions and Local Daily Thresholds 108
Table 2.2.6-1: Noise Abatement Criteria.....110
Table 2.2.6-2. Comparison of Measured to Predicted Sound Levels in the TNM Model.....115
Table 2.2.6-3: Comparison of Noise Levels for Existing, Future No-Build, and Future Build .116
Table 2.2.6-5: Typical Construction Equipment Noise Levels 119
Table 2.2.7-1. Annual Operational Fuel/Energy Consumption 123
Table 2.2.7-2. Annual Construction Fuel Consumption 125
Table 2.3.1-1: Vegetation/Land Use Within the Biological Study Area 127
Table 2.3.3-1: Plant Species Observed within the Biological Study Area 132
Table 2.3.4-1: Animal Species Observed Within the Biological Study Area.....134
Table 2.3.5-1: Federally Threatened and Endangered Species Potential.....136
Table 2.3.5-2: State Threatened and Endangered Species Potential.....137
Table 3.2.21-1: Resource Study Area by Resource 188
Table 3.3-1: Modeled Annual CO_{2e} Emissions and Vehicle Miles Traveled, by Alternative ...200
Table 4.1: Native American Consultation Summary.....210

Chapter 1 – Proposed Project

1.1 Introduction

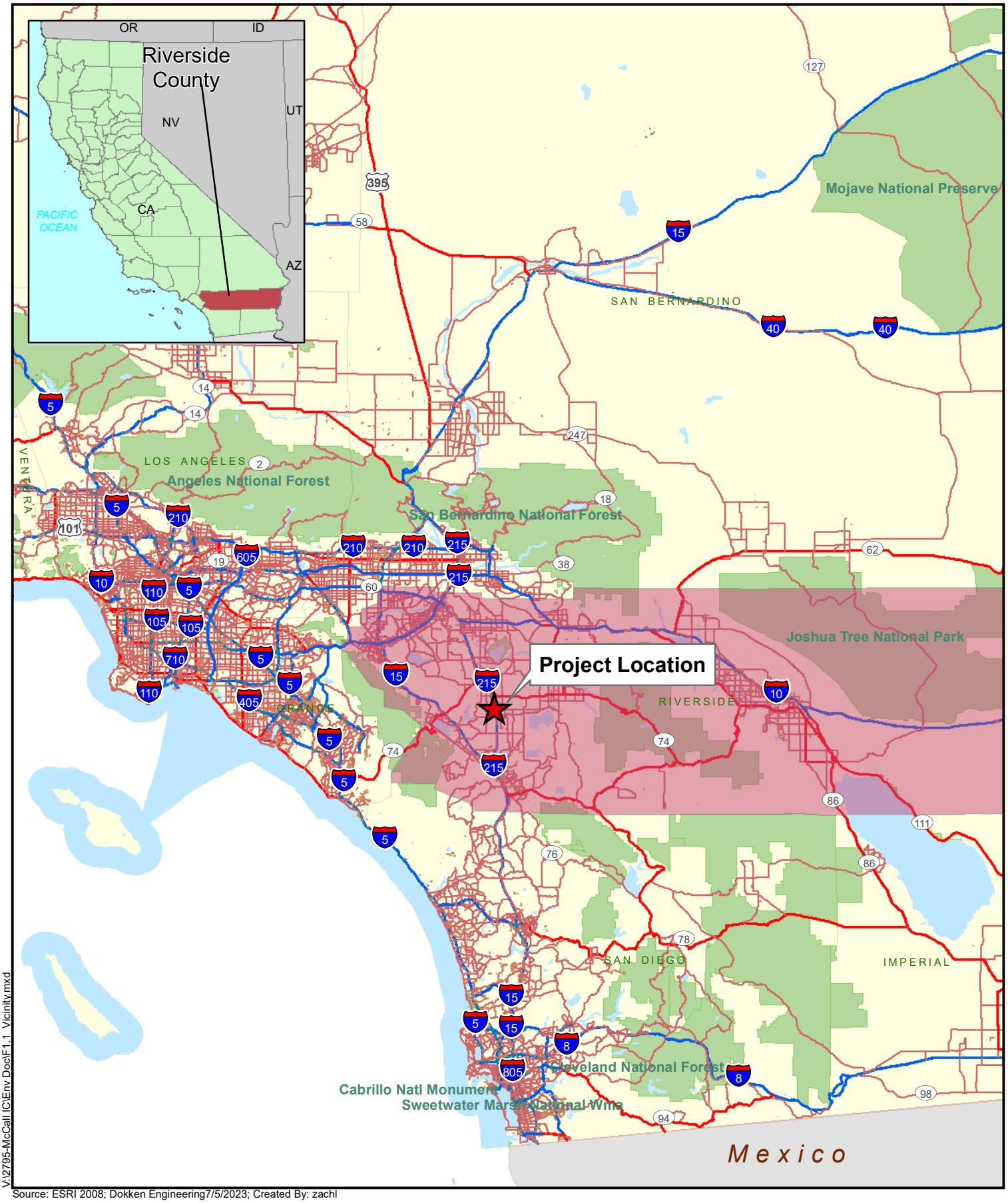
The City of Menifee (City), in cooperation with the California Department of Transportation (Caltrans), proposes to reconstruct the Interstate 215 (I-215)/McCall Boulevard interchange and widen McCall Boulevard to address traffic congestion and delays associated with new and proposed developments. The limits of work for this project are along I-215 between post mile (PM) R20.1 and PM 21.5 and includes the widening of the existing overcrossing (OC) structure along McCall Boulevard over I-215, adding a bike/Neighborhood Electric Vehicle (NEV) lane on both sides of the road/bridge, adding sidewalk on the north side of the road/bridge, modifications of the associated on- and off-ramps, and improvements at the nearby intersections of McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive. The McCall Boulevard OC, an east-west roadway, currently provides two traffic lanes in each direction and one left-turn lane at the ramp intersections. Figures 1.1-1 and 1.1-2 show the project vicinity and location, respectively.

Two viable alternatives have been selected for consideration. The Build Alternative proposes to keep the existing Type L-1 Tight Diamond interchange configuration, and widen McCall Boulevard, the I-215 overcrossing, and the I-215 ramps. The No Build Alternative proposes that no improvements be implemented on the mainline facility and the existing overcrossing would not be widened. The project alternative layouts are illustrated in Figure 1.4-1 and described in more detail in Section 1.4 for Alternatives.

The total estimated capital cost for the project, escalated for the year of construction (year 2026), is $42,346,000 for the Build Alternative, which includes Right-of-Way and construction costs.

This project is included in the Southern California Association of Governments (SCAG) 2024-2050 Connect SoCal plan, the current Regional Transportation Plan/Sustainable Communities Strategy, and the 2023 Federal Transportation Improvement Program (2023 FTIP).

Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The City of Menifee is the project proponent.

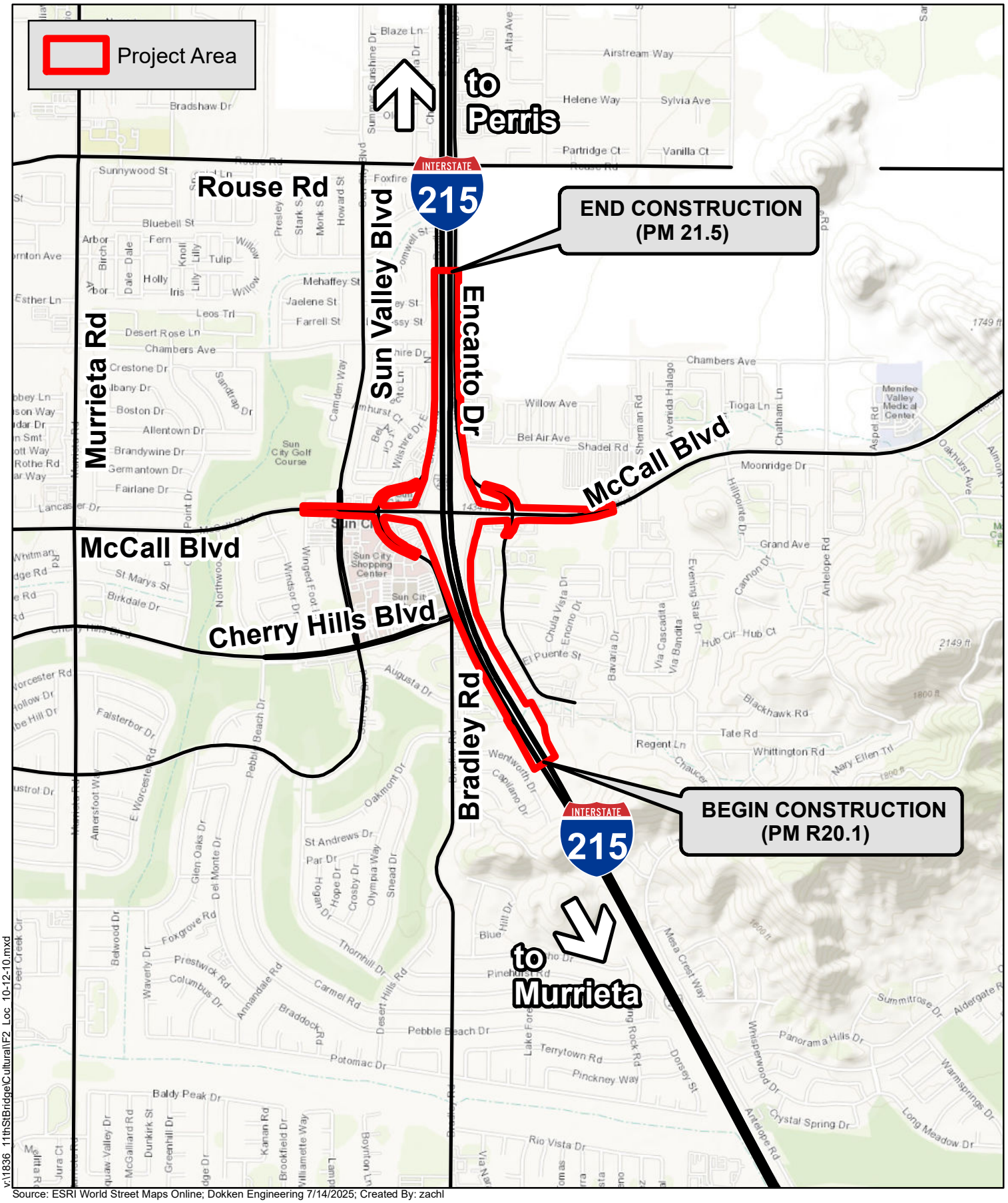


V:\2795-McCall IC\Env Doc\F1.1_Vicinity.mxd

Source: ESRI 2008; Dokken Engineering7/5/2023; Created By: zachl

0 10 20 30 Miles

FIGURE 1.1-1
Project Vicinity
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700K)
City of Menifee, Riverside County, California



Source: ESRI World Street Maps Online; Dokken Engineering 7/14/2025; Created By: zachl

v:\1836_11thStBridge\Cultural\F2_Loc_10-12-10.mxd

0 0.25 0.5 0.75 1 Miles

FIGURE 1.1-2
Project Location
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the proposed project is to:

- Increase the storage capacity of the I-215 off-ramps to improve operational egress and reduce queuing along I-215, a National Highway System, Interregional Road System Route, High Emphasis Route, Goods Movement Route, and National Network for Truck Designation.
- Provide ramp metering on the on-ramps to improve operational ingress along I-215 and reduce queuing along local roads.
- Improve existing interchange geometry to bring to current standards.
- Install maintenance vehicle pullouts and California Highway Patrol (CHP) enforcement areas.
- Provide continuous facilities for pedestrian, Neighborhood Electric Vehicle (NEV), and bicycle traffic including sidewalks and Class II bike lanes along McCall Boulevard to create equitable pedestrian and multimodal connectivity through the northern portion of the City.
- Reduce future Riverside Transit Agency (RTA) delays due to the spill-back onto McCall Boulevard from forecasted travel demand in the 2048 design year by improving traffic operations through the addition of turn lanes and through lanes on McCall Boulevard between Bradley Road and Encanto Drive near I-215.
- Reduce future RTA delays due to the spill-back onto I-215 from forecasted travel demand in the 2048 design year by improving traffic operations through the increase in storage capacity on the off-ramps. Without spill-back onto I-215, delays will be reduced for the existing express bus service along I-215.
- Existing and future goods movement is expected to improve along McCall Boulevard, an identified truck route, as well as improving commute time and emergency response time between senior/residential communities and the police/fire departments west of the interchange and the medical hospital east of the interchange through reducing delay at the intersections due to spillback onto local roads from the I-215 on-ramps.

1.2.2 Need

The proposed project addresses the following needs, transportation deficiencies and problems:

- Limited off-ramp storage capacity currently results in traffic backing up onto I-215, leading to higher than Statewide average accident rates for both rear-end and sideswipe collisions.
- I-215 currently experiences spill-back from the ramps onto the mainline and local roads, resulting in a breakdown of ingress/egress to the I-215 interstate system, increasing delay and decreasing connectivity across I-215 and within the City.

- The absence of multimodal facilities along McCall Boulevard creates a gap in the community bikeway, NEV, and pedestrian network, forcing the community to rely on vehicular travel to access goods and services, resulting in an increase in overall delay.
- The ramp intersections as well as the McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive intersections are anticipated to experience an increase in delay in the future due to spillback onto local roads from the I-215 on-ramps resulting in substandard transit and emergency service response times.
- The existing ramp intersection configurations at McCall Boulevard contain geometric deficiencies (angle of intersection and curb return radii).

Independent Utility and Logical Termini

FHWA regulations (23 Code of Federal Regulations 771.111[f]) require that the action evaluated shall:

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope.
2. Have independent utility or independent significance (i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made).
3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

This Environmental Impact Report/Environmental Assessment assesses the project area, which extends from approximately PM R20.1 and PM 21.5 along I-215 and from east of Encanto Drive (east of I-215) to Sun City Boulevard (west of I-215) along McCall Boulevard. The proposed project's termini allow for an evaluation of potential environmental effects for a project large enough to address the defined operational enhancements specifically related to the interchange area as discussed above. No subsequent transportation improvements in the area would be needed to optimize the operation of the I-215/McCall Boulevard interchange, consistent with applicable Caltrans design standards. Accordingly, the project is considered to have independent utility.

The project is of sufficient length, with project termini logically placed, to allow environmental issues to be addressed on a broad scope. The project would save potential interruptions in traffic movement along the I-215 and its facilities within the study area, without any additional transportation improvements being made in the area. As such, the project is considered a project with independent utility. Further, the proposed project would not restrict consideration of alternatives for other reasonably foreseeable local transportation improvements adjacent and/or in proximity to the I-215/McCall Boulevard interchange.

1.3 Project Description

This section describes the proposed action and the project alternatives that were developed to meet the identified purpose and need of the project, while avoiding or minimizing environmental impacts.

The project is located in the City of Menifee, Riverside County, along McCall Boulevard, an east-west road that provides access through the northern portion of the City. McCall Boulevard is currently a four-lane undivided road with center left-turn lanes within the project vicinity. In the

City's General Plan, McCall Boulevard is designated as a 4-lane Major road on the west side of the I-215 freeway, and as a 6-lane Urban Arterial road on the east side of the I-215 freeway. The project also extends along I-215 from approximately PM R20.1 to PM 21.5. The project covers a distance of approximately one mile. Within the limits of the proposed project, I-215 is a six-lane, north-south oriented freeway. It has three mixed flow lanes and an unpaved median in each direction.

Two alternatives have been studied for this project.

1.4 Alternatives

The No-Build Alternative is Alternative 1. The Build Alternative is Alternative 2 – Type L-1 Tight Diamond.

1.4.1 Alternative 1: No Build

The "No Build" Alternative is considered the base case scenario and proposes that no improvements be implemented on the mainline facility and the existing overcrossing would not be widened. Without the project, the existing geometric deficiencies would not be corrected, conditions would continue to worsen with increased traffic volumes, and the queuing onto the mainline would continue to increase collision rates. In the No Build scenario, there would be an increase in congestion, specifically focused on the McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive intersections, and level-of-service in the region would continue to deteriorate, which would result in the operational breakdown of both McCall Boulevard and I-215. The gap in pedestrian/bike/NEV connectivity and delays with public transit would continue to hamper the community's use of alternative modes of transportation.

1.4.2 Alternative 2: Build Alternative

The proposed project improvements include widening McCall Boulevard, the I-215 overcrossing, and the I-215 ramps (see Figure 1.4 below). The existing Type L-1 Tight Diamond interchange configuration would not be modified. Additional improvements include signal modifications at the proposed northbound and southbound ramps intersections, the Bradley Road intersection, and the Encanto Drive intersection.

McCall Boulevard would be widened from two to three lanes in each direction from Sun City Boulevard to approximately 700 feet east of the Encanto Drive. The six through lanes would continue east where the ultimate facility is a six-lane Urban Arterial road. In the westbound direction, two lanes would be added/dropped at the Bradley Road intersection to match the four-lane facility west of the interchange in accordance with the City's General Plan designation, which is a 4-lane Major road.

The I-215/McCall Boulevard bridge overcrossing would be widened to include two left turn lanes, with a painted median to provide shared storage for both directions of travel along McCall Boulevard. The widening would also include a bike/Neighborhood Electric Vehicle (NEV) lane and sidewalks on both sides of the road/bridge and sidewalks on the north side of the road/bridge, which would extend along McCall Boulevard to the Encanto Drive and Bradley Road intersections to connect with existing and future planned bike/NEV and pedestrian facilities. These proposed facilities are anticipated to connect to future projects that will provide Class II bicycle lanes along the roadway delineated by pavement striping and signage dedicated for bicycle travel along

McCall Boulevard from Valley Boulevard in the west to Briggs Road in the east, consistent with the City General Plan.

A 1,500-foot deceleration lane would be constructed at the I-215 northbound off-ramp to improve operation of the I-215 mainline. The I-215 northbound and southbound on-ramps would be reconstructed and widened from one to three lanes with ramp metering to allow for additional storage and reduce backspill onto McCall Boulevard. The on-ramps would include two 12-foot mixed flow lanes and one 12-foot HOV lane separated by a solid white stripe. The HOV lanes will terminate at a ramp meter. The I-215 northbound and southbound off-ramps would be partially reconstructed to provide four turn lanes to allow for additional storage and reduce backspill onto I-215. All existing ramp skew angles and curb returns at McCall Boulevard would be realigned and improved to meet Caltrans' design standards to improve safety and accommodate the turn movements of Surface Transportation Assistance Act (STAA) trucks. The McCall Boulevard intersection improvements at Bradley Road and Encanto Drive include additional turn-lanes and standard pedestrian facilities such as two curb ramps and median pedestrian refuge islands. Landscaping features may be included as part of the project in the interchange.

During construction, temporary closures of the on-ramps and off-ramps may be necessary during construction; however, the improvements are largely located near the intersections and would be staged to minimize disruptions. The bridge overcrossing will be widened to the north to allow for construction to be staged and ensure the existing four lane bridge would continue to be utilized by vehicles during construction. No closures of McCall Boulevard over I-215 are anticipated. Similarly, the local roadway improvements along McCall Boulevard, Encanto Drive, and Bradley Road would be staged to minimize disruptions and require minimal closures during construction.

The Build Alternative would impact areas in all four interchange quadrants and additional right of way may be required to accommodate the proposed improvements. Due to the new widening, the Build Alternative would temporarily impact businesses and commercial developments along both sides of McCall Boulevard from Sun City Boulevard to Encanto Drive during construction and may require some sliver right-of-way acquisitions; however, no substantial or negative economic impact to businesses is anticipated.

The improvements associated with the widening of McCall Boulevard would also require utility relocations. While the majority of the utilities within the project area are underground, there may be impacts to some utility poles and above ground boxes/vaults due to the widening improvements. Any existing utilities within the project area requiring relocation would be coordinated with the owner and operator of the utility.

Drainage in the project area is collected by various storm drain facilities and conveyed to the Sun City Channel, a regional flood control facility operated and maintained by the Riverside County Flood Control and Water Conservation District. The Sun City Channel, which is located between Encanto Drive and I-215, conveys flows from east to west and traverses under I-215 via a reinforced concrete box culvert, which is currently at capacity and has a history of flooding in the Avila Apartment Homes community. Since the interchange project is anticipated to increase the impervious surfaces in the area, the project may attenuate additional runoff tributary to the Sun City Channel/ reinforced concrete box culvert through the use of detention/retention basins within the interchange.

As a result of this Project and mitigation for vehicle miles traveled impacts, the City of Menifee proposes to reduce the number of lanes on La Piedra Road, a parallel facility 2.75 miles southeast

of McCall Boulevard. This reduction in the number of lanes, otherwise known as a road diet, will reduce La Piedra Road from Menifee Road to Antelope Road from four lanes to two lanes to construct sidewalks, bicycle lanes, and crosswalks. Additionally, prior to Environmental Certification/completion of Final Design, the City shall process a General Plan Amendment to reclassify the road designation for the La Piedra Road.

Other project activities needed to support the design of the project include potholing and geotechnical investigations within the existing roadway and proposed improvement locations.

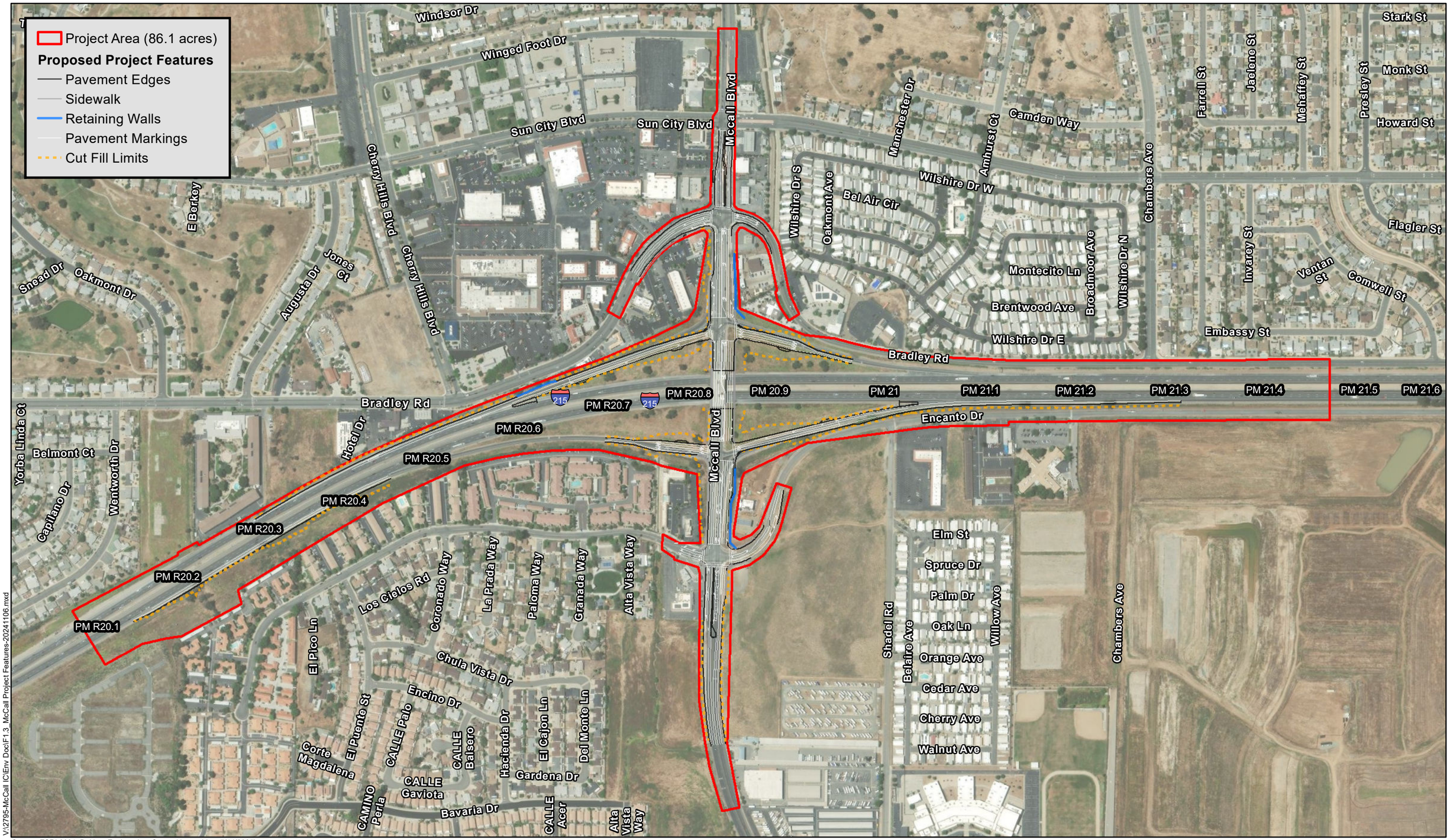
The total estimated capital cost for the project, escalated for the year of construction (year 2026), is $42,346,000 for the Build Alternative, which includes Right-of-Way and construction costs and will require approximately 540 working days to construct the improvements.

This project contains a number of standardized project measures which are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are addressed in more detail in the Environmental Consequences sections found in Chapter 2.

1.5 Comparison of Alternatives

After comparing and weighing the benefits and impacts of all feasible alternatives, the Project Development Team has identified Alternative 2: Build Alternative as the preferred alternative, subject to public review. Final identification of a preferred alternative will occur after the public review and comment period.

After the public circulation period, all comments will be considered, and Caltrans will select a preferred alternative and make the final determination of the project's effect on the environment. Under the California Environmental Quality Act (CEQA), Caltrans will certify that the project complies with CEQA, prepare findings for impacts identified, prepare a Statement of Overriding Considerations if any impacts will not be mitigated below a level of significance, and certify that the findings and Statement of Overriding Considerations, if necessary, have been considered prior to project approval. Caltrans will then file a Notice of Determination with the State Clearinghouse that will identify whether the project will have significant impacts, if mitigation measures were included as conditions of project approval, that findings were made, and that a Statement of Overriding Considerations was adopted, if necessary. Similarly, if Caltrans, as assigned by the Federal Highway Administration (FHWA), determines the National Environmental Policy Act (NEPA) action does not significantly impact the environment, Caltrans will issue a Finding of No Significant Impact (FONSI). If it is determined that the project is likely to have a significant effect on the environment, an Environmental Impact Statement (EIS) will be prepared.



V:\27795-McCall IC\Env Doc\F1.3_McCall Project Features-20241106.mxd

Source: ESRI 2021. Dokken Engineering. Created by zachl on 7/14/2025).

1 inch = 500 feet

0 500 1,000 1,500 2,000 Feet

FIGURE 1.4-1
Project Features
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California

1.6 Alternatives Considered but Eliminated from Further Discussion

This section provides a summary of the design improvements that have been considered during project development but are not recommended for advancement to the PA/ED phase.

Caltrans District Traffic Operations Policy Directive 13-02: Intersection Control Evaluation (ICE) required the consideration of various strategies, treatments, and configurations at state highway intersections to balance the needs of all modes and users with system performance goals and the highway facility context. The three potential intersections configurations considered were Alternative 3: Roundabouts, Alternative 4: Single point interchange (SPI), and Alternative 5: Diverging diamond interchange (DDI). Roundabouts were evaluated at the northbound and southbound ramp intersections at McCall Boulevard. A SPI and DDI were considered as alternatives to the traditional four-leg signal-controlled intersection and interchange configuration. The roundabout, SPI, and DDI intersection alternatives were removed from further consideration due to the following factors:

- **Alternatives 3, 4, and 5:** SPI, DDI, and roundabouts resulted in significant right of way acquisition, requiring acquisition and relocation of businesses and residents, and is anticipated to result in public controversy due to the impacts to local businesses;
- **Alternatives 3, 4, and 5:** SPI, DDI, and roundabouts provided negligible operational benefit compared to existing tight diamond interchange configuration and no reduction in Vehicle Miles Traveled;
- **Alternatives 3, 4, and 5:** SPI, DDI, and roundabouts resulted in significant congestion through construction staging due to full interchange reconstruction, including realignment of ramps, and construction of roundabouts on local roads;
- **Alternatives 3, 4, and 5:** SPI, DDI, and roundabouts resulted in deficient operational improvements along McCall Boulevard due to future traffic volumes; and
- **Alternatives 4 and 5:** SPI and DDI configurations resulted in the local community voicing concerns to the City regarding their discomfort with the non-traditional configurations and movements associated with these interchange configurations.

1.7 Permits and Approvals Needed

The following permits, reviews, and approvals would be required for project construction:

Table 1.7: Permits and Approvals Needed

Agency	Permit/Approval	Status
Western Riverside County Regional Conservation Authority	Consistency with the Western Riverside Multiple Species Habitat Conservation Plan	As identified in the Western Riverside Multiple Species Habitat Conservation Plan, approved by CDFW and USFWS, the proposed Project is a Covered Activity.
State Water Resources Control Board (SWRCB) Permit	Section 402 National Pollutant Discharge Elimination System (NPDES) Construction General Permit – Order No. 2022-0033-DWQ, NPDES No. CAS000003 and	The current NPDES General Construction Permit will be obtained prior to the start of construction.

Agency	Permit/Approval	Status
	Caltrans Statewide Stormwater Permit, Order No. 2022-0057-DWQ, NPDES No. CAS000002	
Federal Highway Administration (FHWA)	Air Quality Conformity Analysis	FHWA air quality conformity concurrence is anticipated to be obtained prior to approval of the Final Environmental Impact Report/Environmental Assessment.

Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

This chapter explains the impacts that the project would have on the human, physical, and biological environments within the project and surrounding areas. It describes the existing environments that could be affected by the project, potential impacts from each of the alternatives, and the avoidance, minimization and/or mitigation measures. Any indirect impacts are included in the general impacts and analysis discussions. The project area is the area studied for both temporary and permanent impacts.

TOPICS CONSIDERED BUT DETERMINED NOT TO BE RELEVANT

As part of the scoping and environmental analysis carried out for the project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

Coastal Zone – The project is located approximately 30 miles inland from the coastal zone and no impacts to the coastal zone are anticipated.

Parks and Recreational Facilities – There are no public parks located within or directly adjacent to the study area for the proposed project. The North Golf Course was historically located within 0.5 miles of the study area; however, this golf course closed in 2017. The Cherry Hills Golf Course is located approximately 0.5 miles southwest of the study area; however, due to the distance from the project area, this golf course is not expected to be impacted during construction. No impacts to parks or recreational facilities are anticipated.

Hydrology and Floodplain – The project is not within a 100-year base floodplain and would not encroach upon a Federal Emergency Management Agency defined floodplain. There are no mapped floodplains within or adjacent to the project area; therefore, no impacts to hydrology or floodplains are anticipated.

Wild and Scenic Rivers – There are no designated Wild and Scenic Rivers in the vicinity. The nearest Wild and Scenic River is the San Jacinto River (North Fork), roughly 20 miles to the east.

Farmlands/Timberlands – There are no designated farmlands or timberlands within or adjacent to the project area. According to the March 2023 City of Menifee General Plan and Land Use Plan map, there are no agricultural land uses within the City of Menifee. No conversion of farmland or any other impacts to farmland or timberlands would occur as a result of the proposed project.

National Marine Fisheries Service – This project is located outside of NMFS jurisdiction, therefore an NMFS species list is not required and no effects to NMFS species are anticipated.

Section 4(f) – There are no Section 4(f) resources, including historic sites, parks and recreational resources, wildlife or waterfowl refuges, within the project vicinity. Therefore, this project is not subject to the provisions of Section 4(f) of the Department of Transportation Act of 1966.

Wildfire – There is limited wildfire risk as the project area is not located in or near a state responsibility area or land classified as very high fire hazard severity zone. The project will improve travel time, which in turn will improve emergency response time. The project will not exacerbate wildfire risks; therefore, no effect to wildfire is anticipated.

2.1 Human Environment

2.1.1 Land Use

The information contained in this section was gathered largely from the City of Menifee General Plan Vision 2030 (2013). For this analysis the General Plan was reviewed to understand the development trends, land use related goals, and specific City and County policies that could affect or be affected by the proposed I-215/McCall Boulevard Interchange Improvements Project.

2.1.1.1 Existing and Future Land Use

Affected Environment

Existing land uses in the project vicinity include Economic Development Corridor, Residential, and Commercial Retail (Figure 2.1.1-1 City of Menifee Planned Land Use). No changes to future land use are anticipated as a result of the project. The project vicinity has experienced rapid development over the last 10-15 years and additional residential and commercial development is expected to continue based on the City and County's growth estimates; however, changes to land use are not anticipated.

Development trends in the project vicinity and the community at large consists of commercial development, including the McCall-Encanto Gas Station, which is an approved development, and McCall Plaza, which is currently under construction and will provide a gas station, car wash, fast food, convenience store. Additionally, residential development consisting of the Legado specific plan, which will construct over 1,000 residential homes, the Villago Villas, a 24 residential unit development, and the Kensington Apartments, a 221 unit apartment complex, are all anticipated within vicinity of the interchange. Additional details for development projects within the area can be found in Table 2.1.2-1 Section 2.1.2 for Growth.

City of Menifee

The City of Menifee comprises a series of established residential communities, and nonresidential uses predominantly consisting of neighborhood centers and industrial uses along Ethanac, Newport, McCall, and Scott Roads. The general pattern of land uses shows that the concentration of nonresidential land uses is along the I-215 corridor. These areas slowly transition to rural and residential land uses adjacent to the City boundaries.

2.1.1.2 Consistency with State, Regional, and Local Plans and Programs

Affected Environment

The project is within the following planning and program areas: Southern California Association of Government's Regional Transportation Plan/Sustainable Communities Strategy and Federal Transportation Improvement Program.

Southern California Association of Governments 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy

Southern California Association of Governments (SCAG) is the metropolitan planning organization for six counties in Southern California: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-term (minimum of 20 years) vision document that outlines

transportation goals, objectives, and policies for the SCAG region. The 2024-2050 RTP was adopted by SCAG on April 4, 2024, and FHWA and FTA made the required regional conformity determination on May 10, 2024. Within the SCAG 2024-2050 RTP/SCS, the project (Project Number RIV151218) is described as follows:

> "*In Western Riverside County in Menifee: Reconstruct/Widen I-215 IC at Mc Call Blvd. – Widen IC from 4 to 6 lanes (Sun City Blvd to Easterly of Encanto Dr), widen entry ramps (ramp metered / non HOV preferential lane), widen exit ramps (dual left @SB & dual right @ NB with McCall), add dual left-turn and dedicated right-turn lanes (EA 1F700).*"

The project cost in the RTP/SCS will be updated to reflect current project cost estimates prior to finalization of the environmental document.

Southern California Association of Governments 2023 Federal Transportation Improvement Program

SCAG's 2023 Federal Transportation Improvement Program (FTIP) lists transportation projects proposed over a six-year period, from fiscal year 2022-2023 to 2027-2028. The FTIP must include all transportation projects that require federal funding as well as all regionally significant transportation projects for which federal approval (by the FHWA or FTA) is required, regardless of funding source. The FTIP is prepared to implement projects and programs listed in the 2024-2050 RTP/SCS and it is developed in compliance with state and federal requirements. The 2023 FTIP was adopted by SCAG on October 6, 2022 and determined to conform by FHWA and FTA on December 16, 2022. The project is described as follows in the SCAG 2023 FTIP (Project Number RIV151218):

> *"In Western Riverside County in Menifee: Reconstruct/Widen I-215 IC at Mc Call Blvd. – Widen IC from 4 to 6 lanes (Sun City Blvd to Easterly of Encanto Dr), widen entry ramps (ramp metered / non HOV preferential lane), widen exit ramps (dual left @SB & dual right @ NB with McCall), add dual left-turn and dedicated right-turn lanes (EA 1F700)."*

The 2023 FTIP has been amended most recently with Amendment No. 23-29, which was approved by SCAG on May 31, 2024.

The proposed project is included in the list of modeled projects in the approved 2023 FTIP. The project cost and funding year allotment in the FTIP will be updated to reflect current project cost estimates and schedule prior to finalization of the environmental document.

Western Riverside County Multiple Species Habitat Conservation Plan

On June 17, 2003, the Riverside County Board of Supervisors adopted the Western Riverside Multiple Species Habitat Conservation Plan (WRMSHCP). The overall goal of the WRMSHCP is to enhance and maintain biological diversity and ecosystem processes while allowing future economic growth. The City of Menifee is a participant in the WRMSHCP, which means that the City has adopted a Development Mitigation Fee to assist in the funding and implementation of the WRMSHCP. As a result, development in Menifee follows the protocols for preservation and conservation of vegetation and wildlife identified in the WRMSHCP. The proposed project is located within the Sun City/Menifee Area Plan of the WRMSHCP. The proposed project is not specifically identified as a Covered Activity under Section 7.1 of the W-MSHCP; however, public and private development that occurs outside of Criteria Areas and Public/Quasi-Public (P/QP) Lands is permitted under the WRMSHCP.

Riverside County General Plan

The 2015 Riverside County General Plan elements are continuously updated. The following policies from the most recent update of the Circulation Element (July 2020) are applicable to the proposed project:

Circulation Element Policies

- Policy C 1.6: Cooperate with and where appropriate lead local, regional, state, and federal agencies to establish an efficient circulation system.
- Policy C 5.1: Encourage Caltrans to install and maintain landscaping and other mitigation elements along freeways and highways, especially when they are adjacent to existing residential or other noise sensitive uses.

City of Menifee General Plan Vision 2030

The City of Menifee General Plan Vision 2030 describes the desired, positive future of the City by conceiving important desired characteristics. The Community Values that are important to Menifee include: small town rural character, balanced growth, circulation, natural resources, etc. These values, along with others identified by the Planning Commission and City Council, are the underpinning of the General Plan's goals and policies.

The following goals from the Circulation Element apply to the Project:

- C-1: Roadway System. A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.
- C-2: A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.
- C-4: Diversified local transportation options that include neighborhood electric vehicles and golf carts.
- C-5: Goods Movement. An efficient flow of goods through the city that maximizes economic benefits and minimizes negative impacts.

Project Area (86.1 acres) **Land Use**

Proposed Project Features
- Pavement Edges
- Sidewalk
- Pavement Markings
- Retaining Walls
- Cut Fill Limits

- Rural Mountainous 10 ac min (RM)
- 2.1-5 du/ac Residential (2.1-5 R)
- 5.1-8 du/ac Residential (5.1-8 R)
- 8.1-14 du/ac Residential (8.1-14 R)
- 20.1-24 du/ac Residential (20.1-24 R)
- Commercial Retail (CR) 0.20 - 0.35 FAR
- Economic Development Corridor (EDC)
- Recreation (OS-R)
- Water (OS-W)
- Public/Quasi Public Facilities (PF)
- Specific Plan (SP)

V:\2795-McCall IC\Env Doc\F2.1.1-1_McCall Land Uses-20230705.mxd

Source: ESRI 2021. Dokken Engineering. Created by zachl on 2/27/2025).

1 inch = 500 feet

0 500 1,000 1,500 2,000 Feet

FIGURE 2.1.1-1
City of Menifee Planned Land Uses
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California

Environmental Consequences

The Build Alternative is consistent with the relevant goals, policies, and programs described in the Southern California Association of Governments 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, Southern California Association of Governments 2023 Federal Transportation Improvement Program, and City of Menifee General Plan Vision 2030 (2013). Table 2.1.1-1 summarizes the project's consistency with pertinent policies from these plans and programs.

Table 2.1.1-1: Consistency with State, Regional, and Local Plans and Programs

Agency/Plan Component	No-Build Alternative	Build Alternative
Southern California Association of Governments 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy		
The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-term (minimum of 20 years) vision document that outlines transportation goals, objectives, and policies for the SCAG region.	**Inconsistent:** The No-Build Alternative would not perform operational improvements at the I-215 / McCall Boulevard interchange and would be inconsistent with the 2024-2050 RTP/SCS and listed Project No. RIV151218). If the No-Build Alternative is selected, the 2024-2050 RTP/SCS would need to be updated.	**Consistent:** The Build Alternative would implement Project No. RIV151218 which is listed as a needed transportation improvement project in the SCAG 2024-2050 RTP/SCS. The I-215 / McCall Boulevard Interchange Improvements Project is part of the regional transportation planning for the City of Menifee.
Southern California Association of Governments 2023 Federal Transportation Improvement Program		
SCAG's 2023 Federal Transportation Improvement Program (FTIP) lists transportation projects proposed over a six-year period, from fiscal year 2022-2023 to 2027-2028. The FTIP must include all projects that require federal funding as well as all regionally significant transportation projects for which federal approval (by the FHWA or FTA) is required, regardless of funding source.	**Inconsistent:** The No-Build Alternative would not be consistent with the 2023 FTIP which includes the I-215 / McCall Boulevard Interchange Improvements Project. If the No-Build Alternative is selected, the 2023 FTIP would need to be updated.	**Consistent:** The Build Alternative would be an implementation of Project No. RIV151218 which is listed in the 2023 FTIP as an approved project. The I-215 / McCall Boulevard Interchange Improvements Project is part of the regional transportation planning for the City of Menifee.
City of Menifee General Plan, Circulation Element		
Goal C-1 Roadway System: A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.	**Inconsistent:** The City's analysis of future conditions at the I-215 / McCall Boulevard demonstrates the need for the improvements to the interchange to reduce delay and poor levels of service.	**Consistent:** The City's analysis of future conditions at the I-215 / McCall Boulevard demonstrates the need for the improvements to the interchange to reduce delay and poor levels of service. Implementation of this project would improve the long term functionality of the I-215 / McCall Boulevard Interchange within the City of Menifee by reducing delay at the intersections due to

Agency/Plan Component	No-Build Alternative	Build Alternative
		spillback onto local roads from the I 215 on-ramps. This will result in improved commute times, improved emergency response times between senior/residential communities, the police/fire departments west of the interchange, and the medical hospital east of the interchange through.
Goal C-5 Goods Movement: An efficient flow of goods through the city that maximizes economic benefits and minimizes negative impacts.	**Inconsistent:** The City's analysis of future conditions at the I-215 / McCall Boulevard demonstrates the need for the improvements to the interchange to reduce delay and poor levels of service.	**Consistent:** The City's analysis of future conditions at the I-215 / McCall Boulevard demonstrates the need for the improvements to the interchange to reduce delay and poor levels of service. Implementation of this project would improve the long term functionality of the I-215 / McCall Boulevard Interchange within the City of Menifee by reducing delay at the intersections due to spillback onto local roads from the I 215 on-ramps. This will result in improved goods movement along McCall Boulevard.

The Build Alternative is consistent with state, regional, and local plans. With implementation of the road diet project along La Piedra Road to mitigate VMT impacts, the project is anticipated to change any land uses the area and no impacts to land use is anticipated. No avoidance, minimization, and/or mitigation measures are required. The No-Build Alternative would be inconsistent with the Southern California Association of Governments 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, Southern California Association of Governments 2023 Federal Transportation Improvement Program, and City of Menifee General Plan Vision 2030.

Avoidance, Minimization and/or Mitigation Measures

If the No-Build Alternative would be identified as the preferred alternative, substantial updates to the regional and local plans discussed above would be necessary.

2.1.2 Growth

Regulatory Setting

The FHWA Technical Advisory T 6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents, states that the "…social, economic, and environmental impacts of any substantial, foreseeable, induced development should be presented for each alternative, including adverse effects on existing communities. Where possible, the distinction between planned and unplanned growth should be identified."

CEQA requires the analysis of a project's potential to induce growth. The CEQA Guidelines (Section 15126.2[e]) require that environmental documents "…discuss the ways in which the

proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…"

The CEQA Guidelines (Section 15358[a][2]) also states in its definition of indirect impacts that "…Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems."

First Cut Screening

Caltrans in conjunction with FHWA and the U.S. Environmental Protection Agency developed a guidance document, Guidance for Preparers of Growth-Related, Indirect Impact Analysis (May 2006). The following is based on the referenced guidance.

The first step in determining the likely growth-potential for a roadway improvement project is to perform a "first cut screening" which focuses on answering the following questions:

- How, if at all, does the project potentially change accessibility?
- How, if at all, do the project type, project location, and growth-pressure potentially influence growth?
- Is project-related growth "reasonably foreseeable" as defined by NEPA?
- If there is project-related growth, how, if at all, will it impact resources of concern?

How, if at all, does the project potentially change accessibility?

The proposed project would perform operational improvements at the I-215/McCall Boulevard interchange. The Project would improve access by adding a bike/Neighborhood Electric Vehicle (NEV) lane on both sides of the road/bridge, adding sidewalk on the north side of the road/bridge, modifying the associated on- and off-ramps, and improving the nearby intersections of McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive. The limits of work for this project are along I-215 between PM R20.1 and PM 21.5 and on McCall Boulevard from Encanto Drive to Bradley Road. As such, the project will change accessibility by increasing storage capacity to improve operational egress, as well adding continuous facilities for pedestrian, NEV and bicycle traffic including sidewalks and Class II bike lanes to create equitable pedestrian and multimodal connectivity through the northern portion of the City.

How, if at all, do the project type, project location, and growth-pressure potentially influence growth?

The development projects listed in Table 2.1.2-1 are located within the interchange's community study area.

Table 2.1.2-1: Proposed City of Menifee Development in the Project Vicinity

#	Project Name	Location	Project Description	Status
1	McCall-Encanto Gas Station	City of Menifee	2.10 acres - 11,340 sf retail development of gas station, car wash, fast food, convenience store	Approved Planning

#	Project Name	Location	Project Description	Status
2	Legado	City of Menifee	332 acres - 1,022 residential lots on 216.9 acres - 20.1 acres of commercial land uses - 12.9 acres community park/community center - 1.9 acres of private recreation center - 7.9 acres of parks - 6.3 of conserved open space - 26.4 acres of water quality detention basins	Final Engineering
3	McCall Plaza	City of Menifee	4.71 acres - 3,100 gas station/C-store with 2 fueling canopies, attached 3,100 sq ft restaurant, detached 2,080 sq ft express car wash, 3,200 sq ft quick-serve restaurant and attached 1,000 sq ft retail space	Under Construction
4	Villago Villas	City of Menifee	7.58 gross acres, 24 residential units	Planning Application – Under Review
5	Kensington Apartments	City of Menifee	20 acres - 26 Buildings - 221 Units	Approved Planning
6	Valley Boulevard Widening and Connection to Murrieta Road	City of Menifee	Widen the existing Valley Boulevard roadway between Chambers Road and Murrieta Road and extend the roadway through two existing gaps, providing local residents with one continuous route.	Preliminary
7	McCall Boulevard Road Widening	City of Menifee	Widening McCall Boulevard from 2 to 6 lanes from Oak Hurst Ave to Menifee Rd	Preliminary

Source: City of Menifee, 2023

The Project anticipates providing improved accessibility for both regional and local travel. Table 2.1.2-1 and Figure 2.1.2-1 identifies the proposed projects within the project vicinity. These projects are not dependent on the proposed interchange improvements; however the new interchange improvements are expected to accommodate the expected increased traffic as a result of the planned development. While the project would improve traffic operations at the interchange, it is not expected that the degree of improvement in traffic operations would result in a change in traffic patterns or travel behavior such that it would result in development seeking to locate (or relocate) in the immediate vicinity of the interchange as compared to the existing interchange conditions.

The I-215/McCall Boulevard Interchange Improvements Project is consistent with the City of Menifee's General Plan Circulation Element.

According to the Census Bureau, the city's population totaled 72,494 in 2010. The population rose by approximately 128 percent over the next 10 years to 92,968 in 2020. SCAG projects that the rate of population growth will continue over the next two decades; by 2040, the population is expected to rise by 130 percent to 121,100. The United States Census Bureau reports that population in Riverside County totaled approximately 2,109,464 in 2010. In the 10 years that followed, the population increased by almost 115 percent to approximately 2,437,864 in 2020. Attracted by the affordable new housing and the suburban living environment, many people have moved from Los Angeles and Orange Counties to Riverside County. This growth trend is expected

to continue. California Department of Finance projects that this growth will continue for the next two decades and that population in the county will increase over 120 percent to 2,933,038 persons by 2040. The interchange at I-215/McCall Boulevard would be the most affected by growing congestion. This current and anticipated population trend will be supported by the project, providing more capacity, minimizing traffic congestion.

The project is consistent with the SCAG 2024-2050 RTP/SCS, the 2023 FTIP, the goals and policies of the City of Menifee General Plan.

In the project vicinity, existing and future land uses include Economic Development Corridor, Rural Residential, Residential, and Commercial Retail. The project vicinity has experienced rapid development over the last 10-15 years and additional residential and commercial development is expected to continue based on the City and County's growth estimates. The community study area includes seven projects currently under planning or construction phases. The proposed project would improve capacity on the freeway. However, since development in the City of Menifee has been steady over the last 10-15 years, even before conception of this interchange project, it is reasonable to assume that this growth would continue to occur, with or without the proposed project. The project is consistent with the Menifee General Plan and would accommodate existing approved and planned development in the Community Study Area.

The project is located on an existing interstate facility near existing roadways, providing access to existing development. The project has been designed to accommodate present and projected increases in traffic volumes, as a result of previously implemented and planned development in the area; therefore, project-related growth is not anticipated as a result of the project.

Is project-related growth "reasonably foreseeable" as defined by NEPA?

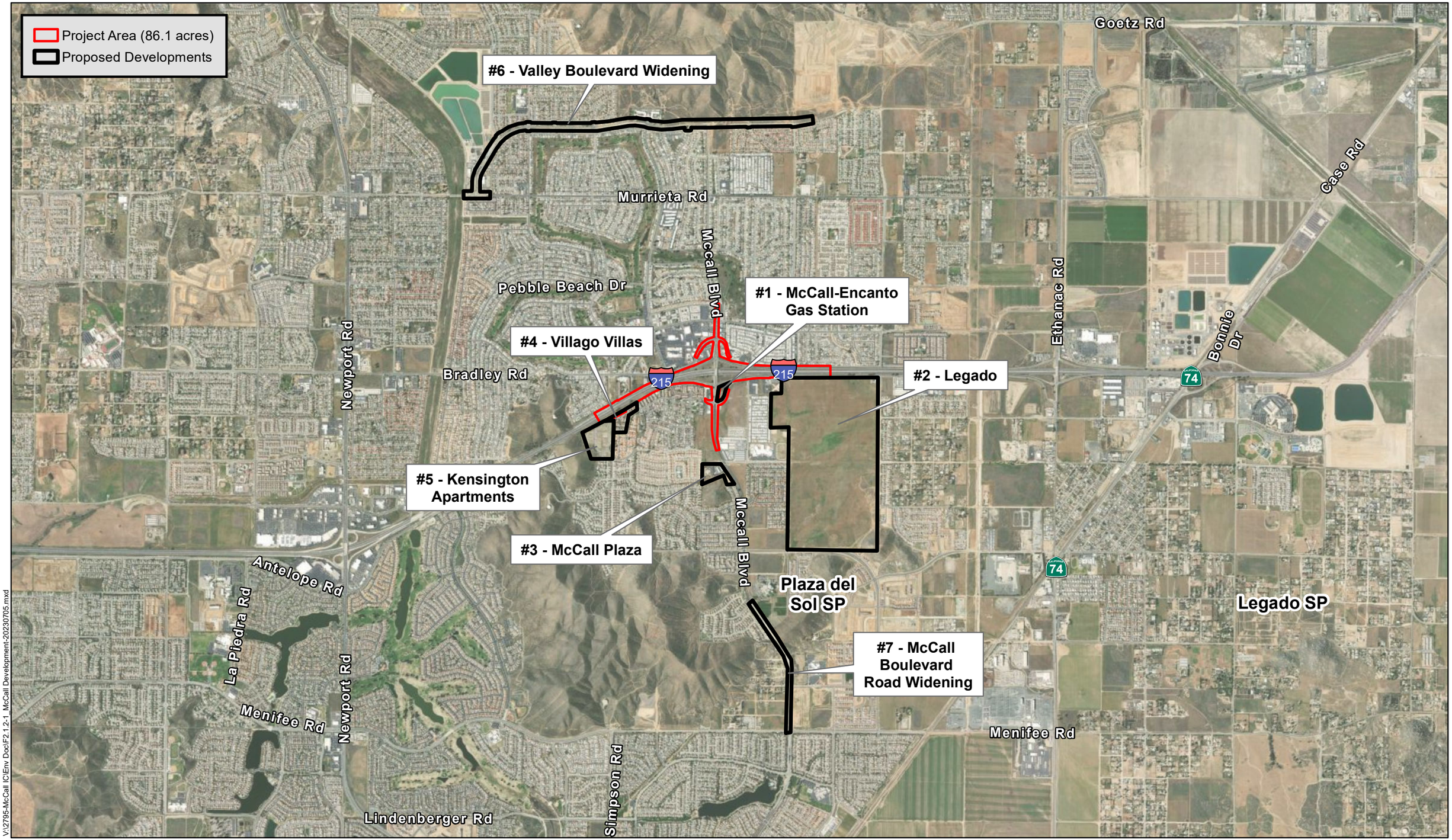
Under NEPA, reasonably foreseeable events are those that are likely to occur or are probable, rather than those that are merely possible. Development in the area is governed by the City of Menifee General Plan. The project would provide operational improvements to the transportation network and would provide more capacity for local McCall Boulevard users.

Development in the affected Menifee portion of the study area is expected to occur with or without the project since most of this development is already approved by the City or currently under construction (see Table 2.1.2-1) and is a continuation of growth patterns within the City over the last 10-15 years.

If there is project-related growth, how if at all will that impact resources of concern?

Project-related growth is not anticipated as a result the project and would not result in growth-related impacts on resources of concern.

Based on the "first cut screening," no further analysis is necessary for the proposed project.



V:\2795-McCall IC\Env Doc\F2.1.2-1_McCall Development-20230705.mxd

Source: ESRI 2021. Dokken Engineering. Created by zachl on 11/6/2024).

0 0.5 1 1.5 2 Miles

FIGURE 2.1.2-1
Proposed Menifee Development in the Project Vicinity
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California

2.1.3 Community Character and Cohesion

Regulatory Setting

NEPA established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 USC 4331[b][2]). FHWA in its implementation of NEPA (23 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under CEQA, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

Affected Environment

The study area for community impacts (Figure 2.1.3-1) includes the area within the project limits that would be directly affected as well as the populations and communities most likely to experience the potential impacts associated with the project. The study area includes portions of five census tracts: 427.11, 427.28, 427.31, 427.40, 427.41, 427.51 (Figure 2.1.3-1).

The community represents a population whose members are rooted in a defined geographic place and whose daily lives involve contact with and dependencies upon other community members. Such contacts and dependencies may be shared at public facilities such as schools, common paths of travel, daily shopping and service areas, or by common social characteristics that are advantageous to establishing formal or informal organizations or activities. Community cohesion is the degree to which residents have a "sense of belonging" to their neighborhood. This includes a strong attachment to neighbors, groups, or institutions, usually as a result of continued association over time.

The census tracts in the study area fall within the City of Menifee. This area is predominately developed. Adjacent land uses as identified in the City's General Plan are commercial along Bradley Road, as well as residential along the other streets in the study area.

These five tracts, the City, and the County as a whole are also examined to establish a context for comparison of distinct community characteristics that may be indicative of a community with strong cohesion. It should be noted that the five census tracts being used for this study extend beyond the study area.

Age of Population

Table 2.1.3-1 provides the median age as well as the distribution of information associated with the five census tracts relative to the area where the proposed Project is located, the City of Menifee, and the County of Riverside.

Table 2.1.3-1: Age of Population

Age of Population		Study Area						Regional (county)
	Census Tract 427.11	Census Tract 427.28	Census Tract 427.31	Census Tract 427.40	Census Tract 427.41	Census Tract 427.51	City of Menifee	Riverside County
Median Age	70.3	38.9	42.4	71.0	70.7	43.3	38.0	35.8
Percent Population <20	4.2%	28.6%	22.5%	0.0%	0.0%	28.8%	26.6%	28.0%
Percent Population 20-64	33.0%	55.2%	62.4%	32.1%	33.3%	50.2%	55.6%	57.7%
Percent Population ≥ 65	62.6%	16.2%	15.1%	67.8%	66.9%	21.1%	17.7%	14.4%

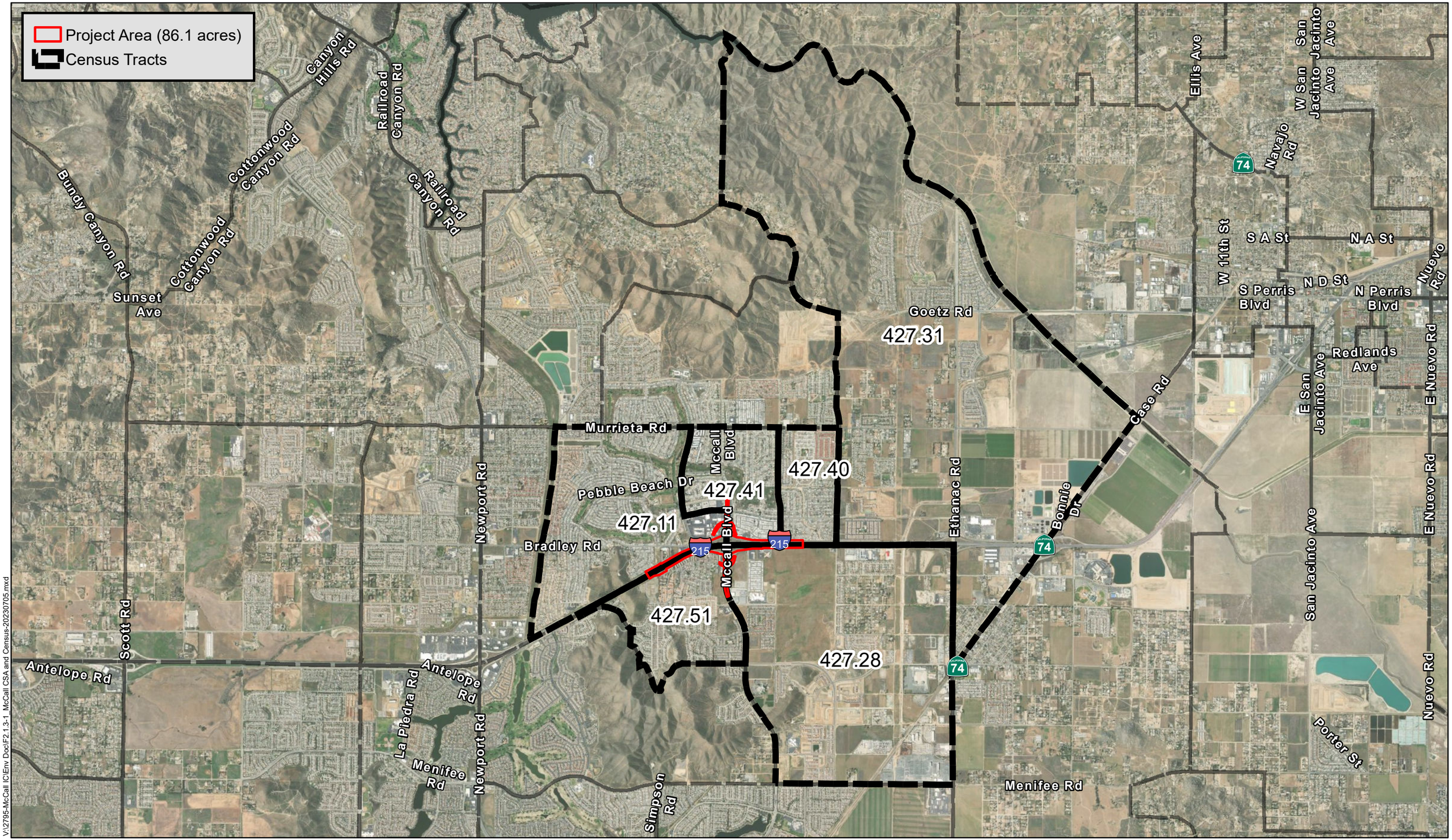
Source: U.S. Census Bureau, 2016-2020 5-Year American Community Survey

When comparing the project area within the City limits to Menifee as a whole, the City has a younger population overall. Comparing the project area within the City to the County of Riverside, the percentage of the population above 65 years of age is quite a bit higher than those of Riverside County, with census tract 427.41 and census tract 427.40 being approximately 53 percent higher. Additionally, there is a notable difference between the 20 years or younger age group; all census tracts in the study area have a smaller percentage of young (20 years or younger) residents or about the same when compared to the County.

Overall, the populations residing within the study area are older, as a whole, than those of the City and Riverside County. It should be noted that census tract 427.11 includes Sun City Gardens, a senior living community, which is reflected in the data provided in Table 2.1.3-1.

Housing

Where and how people choose to live has a large effect on the character and cohesion of a community. For example, traditionally, long-term residents are more likely to feel connected to, and invested in, their communities in comparison to a population that is relatively transient. Moreover, a community composed of residents who own homes rather than those who rent, are more likely to have a greater sense of cohesion.



V:\12795-McCall IC\Env Doc\F2.1.3-1_McCall CSA and Census-20230705.mxd

Source: ESRI 2021. Dokken Engineering. Created by zachl on 11/6/2024).

1 inch = 4,000 feet

0 0.5 1 1.5 2 Miles

FIGURE 2.1.3-1
Community Study Area and Census Map
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California

Homeownership

Home ownership rates are an indicator of community cohesion. A greater prevalence of homeownership frequently results in increased participation in a community.

There are 8,646 housing units in the study area, compared with 34,706 in the City of Menifee and 763,283 in Riverside County (Census Bureau 2020).

Table 2.1.3-2 shows the total percentage of homeowner occupied residences in relation to home rented residences, according to data from the US Census Bureau. As shown in Table 2.1.3-2, within the study area, 74.2 percent of the housing units are owner-occupied.

Table 2.1.3-2: Number and Percentage of Homeowner Occupied/Home Rented

Number and Percentage of Homeowner Occupied/Home Rented	Study Area							Regional (County)
	Census Tract 427.11	Census Tract 427.28	Census Tract 427.31	Census Tract 427.40	Census Tract 427.41	Census Tract 427.51	City of Menifee	Riverside County
Number of Home Owner Occupied	1,552	621	1721	829	1,001	1,481	23,041	497,259
Number of Home Rented	703	57	286	136	410	604	6,284	239,154
Percentage of Home Owner Occupied	68.8%	91.6%	85.7%	85.9%	70.9%	71.0%	78.6%	67.5%
Percentage of Home Rented	31.2%	8.4%	14.3%	14.1%	29.1%	29.0%	21.4%	32.5%

Source: U.S. Census Bureau, 2016-2020 5-Year American Community Survey (S2502)

When comparing the census tracts within the Project area, it seems that census tracts 427.28 and 427.40 have fewer owner/renter occupied homes. Overall, census tract 427.28 has the largest proportion of owner-occupied units (91.6 percent), while census tract 427.11 has the lowest (68.8 percent); which could correlate with the location of these tracts.

Housing Tenure

Table 2.1.3-3 shows the tenure by year that an occupant moved into his or her unit. Of the units in the study area, approximately 83.8 percent of residents within the project area moved into their home after 2000.

As shown in Table 2.1.3-3, census tract 427.11 has the largest number of renters. When comparing census tract 427.11 to the City of Menifee, the percentage of homeowners who have been in their home prior to 2010 is higher. When comparing the tenure of renters in census tract 427.11 to the City of Menifee, there is a minimal percentage difference between renters moving into their homes from 2010 and later (86.8 percent in census tract 427.11 and 84.0 percent in the City of Menifee).

Table 2.1.3-3: Tenure by Year Occupant Moved Into Unit

Tenure by Year Occupant Moved Into Unit	Study Area							Regional (County)
	Census Tract 427.11	Census Tract 427.28	Census Tract 427.31	Census Tract 427.40	Census Tract 427.41	Census Tract 427.51	City of Menifee	Riverside County
Owners								
Moved in 2019 or later	87	0	8	19	0	0	692	14,582
Moved in 2015 to 2018	209	156	530	223	352	111	6,076	103,630
Moved in 2010 to 2014	246	134	443	168	190	431	5,257	107,422
Moved in 2000 to 2009	570	260	600	284	362	726	8,044	159,455
Moved in 1990 to 1999	322	32	61	113	83	213	2,178	67,848
Moved in 1989 or earlier	118	39	79	22	14	0	794	44,322
Renters								
Moved in 2019 or later	18	0	1	0	85	5	289	17,650
Moved in 2015 to 2018	308	15	88	83	170	288	3,025	112,090
Moved in 2010 to 2014	284	25	74	33	84	173	1,964	70,914
Moved in 2000 to 2009	56	8	100	13	15	88	778	29,834
Moved in 1990 to 1999	25	9	10	0	9	0	92	5,833
Moved in 1989 or earlier	12	0	13	7	47	50	136	2,833

Source: U.S. Census Bureau, 2016-2020 5-Year American Community Survey (S2502)

When comparing the five census tracts in the project area to Riverside County as a whole, the percentages of homeowners who moved into their homes after 2000 is slightly lower for Riverside County. Overall, the data displayed in the table shows that the study area is on par with Menifee as well as Riverside County in terms of tenure for occupants.

Economic Conditions

In general, community cohesion is often created through frequent personal contact. Oftentimes, this occurs at places of business while working, shopping, or while conducting other commerce-related activities. Shopping and employment centers are often epicenters for interaction among the community. Additionally, the prosperity of employers where community member's work is linked to other lifestyle factors that affect community character. Occasionally, transportation projects may impact a community's economics by adding or removing businesses or employment opportunities, improving or restricting access to existing businesses and employment, or displacing the labor force.

Employment and Income

An economic condition factor is unemployment. Unemployment levels in Riverside County, the City of Menifee, and the census tracts within the study area decreased by an average of 13.9 percent from the 2011-2015 America Community Survey to the 2016-2020 American Community Survey conducted by the US Census Bureau. Census tracts 427.40 and 427.41 saw a 7.0 percent increase in unemployment between the two American Community surveys. There is no data for census tract 427.51 during the 2011-2015 American Community Survey. Unemployment has risen in the project area 2.2 percent higher than the average unemployment rate for the City of Menifee as a whole and 1.2 percent higher than Riverside County.

Table 2.1.3-4 shows the 2016-2020 labor force and unemployment for the study area and region.

Table 2.1.3-4: Employment Status

Employment Characteristics		Study Area						Regional (County)
	Census Tract 427.11	Census Tract 427.28	Census Tract 427.31	Census Tract 427.40	Census Tract 427.41	Census Tract 427.51	City of Menifee	Riverside County
Employment Status								
Population 16 years or older	3,746	1,791	7,003	1,673	2,218	4,405	72,597	1,896,972
In Labor Force	832	1,027	4,108	406	666	2,409	41,173	1,138,091
Civilian Labor Force	832	1,027	4,108	406	666	2,397	40,710	1,132,864
Employed	788	995	3852	331	578	2,222	37,703	1,050,497
Unemployed	44	32	256	75	88	175	3,007	82,367
Armed Forces	0	0	0	0	0	12	463	5,227
Not in Labor Force	2,914	764	2895	1,267	1,552	1,996	31,424	758,881

Source: U.S. Census Bureau, 2016-2020 5-Year American Community Survey (DP03)

Business Activity

Established businesses in the project study area are generally located within the northwest, southwest, and southeast quadrants of the interchange; however, future business development is anticipated in the northeast quadrant. Businesses in the study area depend on freeway and roadway access. The largest industries in the City of Menifee as of 2018 are:

Retail (12.1 percent); construction (9.7 percent); manufacturing (8.1 percent); education services, health care, and social assistance (23.7 percent); professional, scientific, management, and administrative services (9.4 percent); and arts, entertainment, recreation, accommodation, and food services (10.4 percent) (American Community Survey, 5-Year Estimates, 2018.).

The project is within the Economic Development Corridor of Menifee and adjacent to the project are largely commercial businesses including retail, banking, restaurants, motels, and gas stations.

Community Services

Community services and facilities are an important aspect of neighborhood identity and can be critical resources for the community. Occasionally, transportation projects may affect community services, either positively or negatively, thus affecting the character and cohesion of a community, either temporarily or permanently. Community services include schools, libraries, and post offices and are discussed in the following paragraphs.

Schools

There is one school within the census study area, the Hans Middle School. This school is approximately 0.25 miles from the project location.

Community Centers and Public Services

Public services are those provided by the government for the benefit of its citizens. Community centers such as senior centers, libraries, and youth recreation centers can be important resources for a community. Community centers are gathering places that help define a neighborhood and link community members. The Sun City Library is located approximately 0.25 miles from the project location.

Religious Facilities

Religious facilities serve as important gathering and meeting facilities for communities and are important elements of community character and cohesion. There are eight religious facilities within one half mile of the project limits. Although these institutions are indicative of a community's character, they are not considered integral to a particular community included in this study.

Summary

Overall, sections of the study area have variables which are indicators of community cohesion. Within the study area, there lies a senior living community, Sun City Gardens. Additionally, an active art and entertainment industry as well as many employed in the educational/healthcare industry suggest stability, reinforcing community cohesion and character. By and large, the project is not likely to affect community character or cohesion.

Environmental Consequences

Build Alternative

Permanent Impacts

The interchange improvements would continue to provide opportunities to access the City of Menifee. Community activity areas, such as parks, community centers, schools, and libraries, are located immediately adjacent and within proximity to the project area, and the project would construct pedestrian and bike/NEV facilities to provide permanent connectivity through the project area to these community activity areas. The area where the project will be constructed is largely already developed with future development anticipated in the northeast quadrant of the interchange. These are currently undeveloped lands but were approved for commercial development under the Plaza Del Sole Specific Plan; however, no plans for development of these lands have been approved by the City to date. The Build Alternative is not expected to result in full acquisition of residential or commercial properties and partial acquisitions would not affect any of the structures, only access temporarily. Although the community surrounding the project area includes higher than average percentage of the population above 65 years of age, largely due to the retirement communities in the area, no permanent impacts affecting these communities are anticipated. Additionally, with implementation of the road diet project along La Piedra Road to mitigate VMT impacts, the project would provide a long term benefit to the surrounding community by constructing multi-modal access to the nearby San Jacinto college, middle school, park, and library. Permanent impacts associated with the road diet include reduced speeds along La Piedra Road, which is anticipated to reduce the number of vehicles along this roadway by up to 5,000 daily, and these vehicles would redistribute along other nearby local roads with higher capacity. With the road diet, it is anticipated La Piedra Road would no longer be utilized as a regional cut-through route and drivers would choose alternative routes that are faster and more efficient. Regardless, La Piedra Road would still provide adequate access to the college, school, library, parks, and residential developments, and would provide multi-modal facilities for the community to utilize. Therefore, the proposed project would not result in any division of existing communities

and is not expected to otherwise result in any substantial impacts to community character or cohesion.

Temporary Impacts

Construction of the Build Alternative would temporarily disrupt traffic along I-215, McCall Road, Bradley Road, and Encanto Road while the bridge is widened, and roadways and ramps are improved. Although the community surrounding the project area includes higher than average percentage of the population above 65 years of age, largely due to the retirement communities in the area, construction is expected to occur with minimal disruption to the public overall. Construction would also temporarily disrupt access to businesses along McCall Boulevard during roadway and sidewalk work; however, these disruptions would be temporary and access would be provided to each business throughout the duration of construction.

Construction of the road diet would temporarily disrupt traffic along La Piedra Road; however, construction is expected to occur with minimal disruption to the public overall. Access would be temporarily disrupted to the nearby San Jacinto college, middle school, park, and library along La Piedra Road during construction; however, these disruptions would be temporary and access would be provided to these destinations throughout the duration of construction

Temporary vehicular delays would be minimized through the implementation of a Traffic Management Plan (TMP). See Temporary Impacts discussion within Section 2.1.6 for the discussion of the temporary traffic impacts and the TMP that will be implemented to address these impacts.

No-Build Alternative

The No-Build Alternative would result in no changes to the existing project area, no neighborhood disruption, and no impacts to community cohesion.

Avoidance, Minimization and/or Mitigation Measures

No measures are required.

2.1.4 Relocations and Real Property Acquisition

Regulatory Setting

Caltrans' Relocation Assistance Program is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), and 49 CFR 24. The purpose of the Relocation Assistance Program is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix C for a summary of the Relocation Assistance Program.

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. Please see Appendix B for a copy of Caltrans' Title VI/Non-Discrimination Policy Statement.

Affected Environment

The May 2023 Right of Way Data Sheet was utilized in conjunction with preparation of this section of the Environmental Document. Based on the proposed build alternative as discussed and shown in Chapter 1 of this Environmental Document, and the information included in the Right of Way Data Sheet, Figure 2.1.4-1 illustrates the anticipated Right of Way requirements associated with the Build Alternative.

Environmental Consequences

Build Alternative

The proposed Build Alternative is anticipated to require the partial acquisition of 15 parcels for right of way expansion, but no full acquisitions are anticipated to be necessary. In addition to these partial acquisitions, construction of the proposed interchange improvements will also require temporary construction easements from seventeen parcels. These areas would remain under the legal ownership of the original property owner. No existing residences or other buildings would be affected. Access, construction and operational easements will be obtained in order to construct the proposed interchange improvements. A preliminary summary of the properties in the study area that would potentially be impacted by partial acquisition is provided in Table 2.1.4-1 and the areas that need to be acquired are shown graphically on Figure 2.1.4-1. All acquisitions are within the City of Menifee's Economic Development Corridor (EDC) Land Use.

Table 2.1.4-1: Build Alternative - Potential Partial Acquisitions and/or Easements

ID #	APN	Owner	Land Use	Acquisition Area (square feet)	Easements* (square feet)
1	335-202-004	Sun City Medical Dental Bldg	EDC	0	1918
2	335-202-006	County Of Riverside	EDC	0	437
3	335-202-005	City Of Menifee	EDC	0	1073
4	335-202-001	Bts Sun City	EDC	46	1073
5	335-191-003	Aa & J Group Inc	EDC	1138	1073
6	335-191-002	Washington Mutual Bank AF-CA Fund 2021 LLC	EDC	0	373
7	335-192-001	World Svgs Bank	EDC	422	431
8	335-192-002	Walgreen Co Project Jupiter NLP	EDC	825	1889
9	337-302-017	Sun Regency Ltd	EDC	200	478
10	335-192-020	Cetus Enterprises Inc	EDC	449	3299
11	333-040-026	H & R Holdings Scd Sun City	EDC	165	0
12	333-040-035	Petromart Retail Group	EDC	23	670
13	333-040-013	Perris Masonic Building Assn Inc	EDC	947	1476
14	333-040-012	Pajoohi Niloufar	EDC	6853	0
15	333-040-037	Wal Mart Real Estate Business Trust	EDC	9336	7622
16	333-040-005	Circle K Stores Inc	EDC	7265	3996

17	333-040-004	Ka Menifee	EDC	5968	4223
18	333-040-003	Capital Financial Group Inc Kaassi International Inc	EDC	626	699
19	333-040-002	Capital Financial Group Inc Kaassi International Inc	EDC	0	1777

*Note: All acquisitions will be permanent. Easement areas are for temporary construction easements. All other construction activities are anticipated to occur within existing or new proposed right of way.
Source: Right of Way Data Sheets May 2023

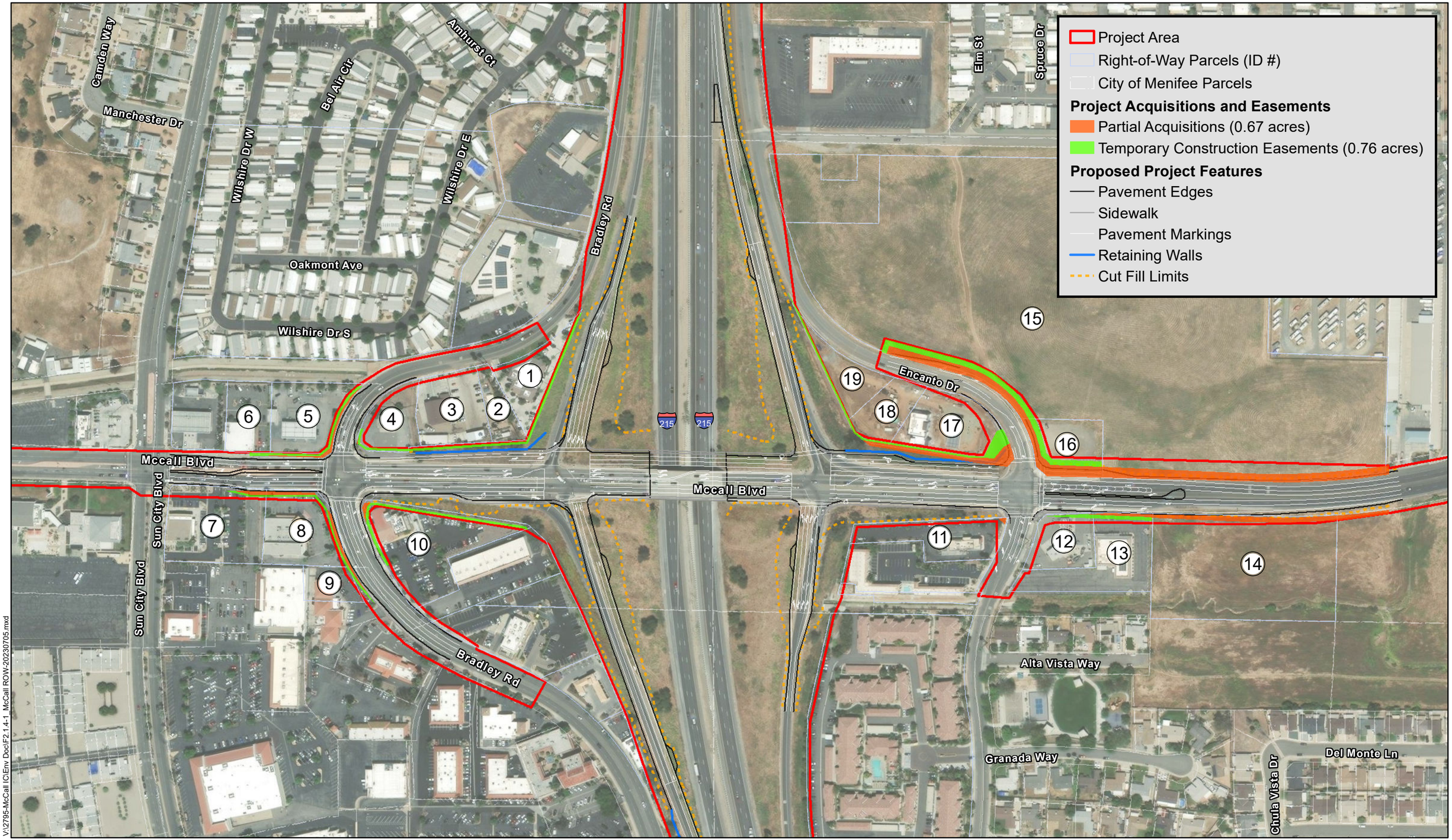
No-Build Alternative

The No-Build Alternative would result in no need to acquire additional right of way. No impacts would occur.

Avoidance, Minimization and/or Mitigation Measures

The following Avoidance and Minimization Measure will be implemented.

RRPA-1: Right of way will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and property owners will receive just compensation and fair market value for their property.



V:\2795-McCall IC\Env Doc\F2.1.4-1_McCall ROW-20230705.mxd

Source: ESRI 2021. Dokken Engineering. Created by zachl on 2/27/2025).

1 inch = 250 feet

0 250 500 750 1,000 Feet

FIGURE 2.1.4-1
Existing and Proposed Right of Way
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California

2.1.5 Utilities/Emergency Services

The analysis of the potential impacts of the proposed I-215/McCall Boulevard Interchange Improvements Project was based on review of existing utility service providers and facilities in and immediately adjacent to the project disturbance limits, which determined that several utilities are within the project design footprint.

Affected Environment

Utilities

A complete list of the known facilities, power lines, gas lines, sewer/water lines, and telephone lines which may be located within the project design footprint include the following:

- Eastern Municipal Water District - Sewer/Water Lines
- Frontier Communications - Telephone Lines
- MediaCom – Telephone Lines
- Charter Communications- Telephone Lines
- Southern California Edison - Electricity Lines
- Crown Castle – Telephone Lines
- Southern California Gas Company - Gas Line

Eastern Municipal Water District, Frontier Communications, Mediacom, Southern California Edison, and Southern California Gas Company all have facilities that cross the interstate at McCall Boulevard. These facilities will likely not require relocation within Caltrans right-of-way as it is assumed that they have an existing permit or right of installation. Therefore, an exception to the policy will not be needed. Outside of Caltrans right-of-way, utilities may require relocations and are discussed further under the Environmental Consequences section below. If there is no existing permit or right of installation, then an exception to the policy will be required to allow them to remain within the access controlled right of way.

Coordination with these utility companies has begun and will continue throughout the development of the project.

Emergency Services

Emergency service providers including hospitals, police services, and fire protection are located in the project area.

In the City of Menifee, law enforcement services are provided by the Menifee Police Department and the closest police station is located at 29714 Haun Road, Menifee, CA 92586, approximately 1.5 miles south of the project site. Fire protection services are provided by the City of Menifee Fire Department and the closest fire station is Station 7 located at 28349 Bradley Rd, Menifee, CA 92586, approximately 0.5 miles south of the project site. Hospital services are provided by several medical groups and providers, the closest of which is Menifee Global Medical Center - General Hospital located a 28400 McCall Blvd, Menifee, CA 92585, approximately 1 mile east of the project site.

Environmental Consequences

Utilities

Build Alternative

Permanent Impacts

Based on the preliminary design of the project, as-built utility plans, field investigations, and preliminary utility agency coordination, Frontier Communications is the only utility company that may be required to relocate their telephone line during construction. Utilities will not be adversely affected after construction is completed.

Potholing will need to be done to locate the underground utilities within the Project footprint. Depending on the pothole results, additional utilities may identified as needing relocation to accommodate the interchange improvements. The relocation activities will be coordinated with the utility owners during the design process. Disruptions will be minimized to the greatest extent possible.

Temporary Impacts

The Build Alternative for the project will require protection in place, removal, replacement, and/or relocation of existing utilities. Based on preliminary engineering efforts, it is anticipated that some utilities within the project limits can and will be protected in place, and some utilities will require relocation. Early and continuing coordination will occur with the respective service providers and the City of Menifee. Final determinations of impacts on utilities and related relocation requirements will be completed during the Final Design phase of the proposed project. An updated utilities search would be conducted during Final Design to further confirm all potential utility conflicts. Utility companies typically do not approve relocation until the Final Design phase of the project. The affected utilities would be relocated in accordance with federal and state law and regulations and also consistent with applicable county requirements. If the ultimate utility relocations would create additional environmental impacts that either results in new previously unevaluated impacts or results in impacts outside of the Project Area, then additional environmental analysis and an environmental revalidation would be required. The results of any additional environmental analysis required in conjunction with utility relocation will be used to determine if any additional avoidance and/or minimization, measures are required to be implemented, such as requiring public outreach for utility outages or traffic control measures during utility relocations.

No-Build Alternative

The No-Build Alternative would result in no relocations or any other utility related construction. No impacts would occur to utilities.

Emergency Services

Build Alternative

Permanent Impacts

The proposed I-215/McCall Boulevard Interchange Improvement Project does not include the construction of new land uses that would increase the need for police protection or emergency services. Emergency services will not be impacted by the proposed project.

Additionally, the Project will improve emergency response time between senior/residential communities and the police/fire departments west of the interchange and the medical hospital east of the interchange by reducing delay at the intersections due to spillback onto local roads from the I-215 on-ramps.

Temporary Impacts

Emergency services may be temporarily affected due to lane closures and/or detours during construction; however, these impacts will be minimized through advanced coordination with emergency service providers before and during construction and through the use of a Traffic Management Plan (see Temporary Impacts discussion within Section 2.1.6).

No-Build Alternative

The No-Build Alternative would not result in any construction. No impacts would occur to emergency services.

Avoidance, Minimization and/or Mitigation Measures

Implementation of Avoidance and Minimization Measure TRA-1, detailed in Section 2.1.6, will minimize any potential impacts to emergency service providers during construction.

2.1.6 Traffic and Transportation/Pedestrian and Bicycle Facilities

Regulatory Setting

This section discusses effects to transportation and circulation resulting from the project, including single-occupancy vehicle traffic, high-occupancy vehicle traffic (if applicable), tolling (if applicable), mass transit, and active transportation opportunities, both during construction (construction impacts) and after completion of the project (long-term or operational impacts).

Effects to transportation are analyzed differently under NEPA and CEQA. This section of the document focuses on travel forecasting required by federal laws related to the general design of Federal-aid highways and interstate facilities (23 USC 109), as well as regulations related to air quality conformity (40 CFR 93). The method of forecasting included in this section relies on travel demand models to predict future traffic data which includes vehicle speed, volume, and mix (i.e., passenger cars vs. light and heavy-duty trucks, etc.), which are then used as inputs to air quality conformity modeling required by the Federal Clean Air Act and FHWA's Traffic Noise Model for the noise analysis performed under 23 CFR 772.

The Caltrans CEQA analysis, however, may utilize a travel demand model and/or employ the use of the National Center for Sustainable Transportation induced travel calculator, depending upon the specifics of the project. For more information on the CEQA analysis, please see the CEQA Evaluation chapter of this document.

Please note that recreational trails, such as equestrian trails, are covered in the Parks and Recreational Facilities section of the document.

Caltrans, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of Federal-aid highway projects (see 23 USC 217). It further directs that the special needs of the elderly and the disabled must be considered in all Federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

Accessibility in federally assisted programs is governed by the U.S. Department of Transportation regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 USC 794). The FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act, including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the Americans with Disabilities Act requirements to federal-aid projects, including Transportation Enhancement Activities.

Affected Environment

All traffic analysis discussion in this environmental document, including this section, is based upon the September 2022 Traffic Operations Analysis Report.

The traffic operations analyses was conducted for the project including the No-Build Alternative under both Opening Year (2028) and Design Year (2048). The study scenarios for traffic operations analysis include the following:

- Existing (2021) Conditions
- Opening Year (2028) No-Build Alternative
- Opening Year (2028) Build Alternative
- Design Year (2048) No-Build Alternative
- Design Year (2048) Build Alternative

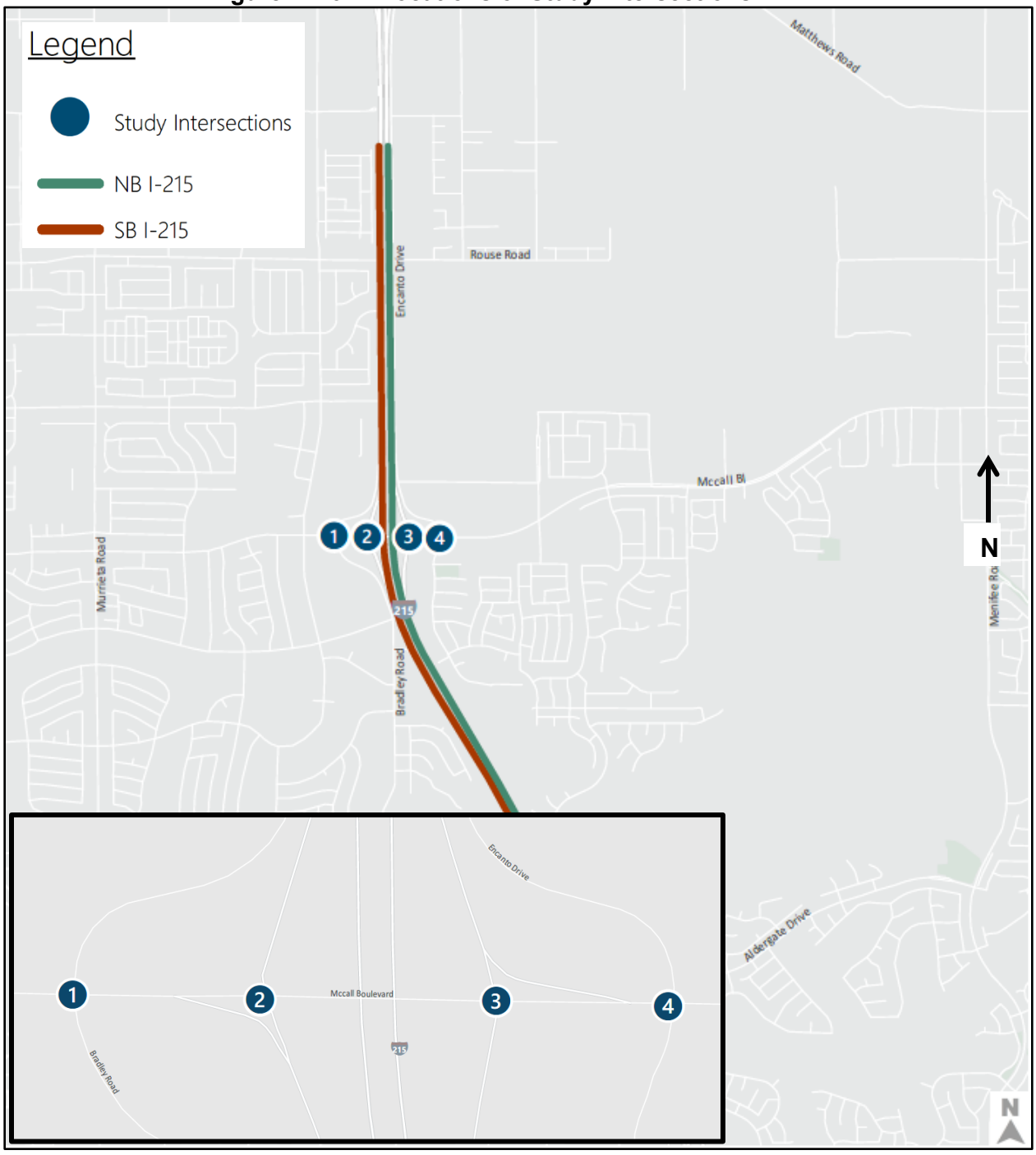
Study Area

The traffic analysis study area includes the freeway mainline, ramp junctions, and collector-distributor roadways on I-215 between the Ethanac Road and Newport Road Interchanges. In addition to the freeway segments, the study area also includes the intersections in the vicinity of the proposed I-215/McCall Boulevard Interchange Improvements. These intersections, analyzed as part of this study, include the following:

1) McCall Boulevard at Bradley Road
2) McCall Boulevard at I-215 Southbound Ramps
3) McCall Boulevard at I-215 Northbound Ramps
4) McCall Boulevard at Encanto Drive

Figure 2.1.6-1 illustrates the locations of the study intersections. All existing study area intersections are currently signalized.

Figure 2.1.6-1: Locations of Study Intersections



Source: Traffic Operations Analysis Report (2022)

Existing Highway Facilities

I-215 is a north-south freeway that provides regional access for the Cities of Menifee, Murrieta, Perris, and Riverside, and unincorporated portions of Riverside County and San Bernardino County. In the project area I-215 is a six-lane freeway and connects the Murrieta region with northern San Bernardino County.

Direct access to I-215 in the City of Menifee is provided via the interchanges at Ethanac Road, McCall Road, Newport Road, and Scott Road. Local major roadways within the vicinity of the proposed I-215/McCall Boulevard Interchange Improvements include the following:

Existing Local Facilities

McCall Boulevard. It is an existing east-west roadway that is four lanes. McCall Boulevard extends from Valley Boulevard on the west to Biggs Road to the east. This road is designated as an "Major" 4 lane divide roadway west of the interchange and an "Urban Arterial" 6 lane divided roadway east of the interchange in the City of Menifee's General Plan.

Bradley Street. It is an existing north-south roadway that is two lanes north of McCall Boulevard and generally four lanes to the south of McCall Boulevard. This road is designated as a "Secondary" 4 lane undivided roadway in the City of Menifee's General Plan.

Encanto Drive. It is an existing north-south roadway that is two lanes. This road is designated as a "Major" 4 lane divided roadway north of McCall Boulevard and a "Collector / Interconnected Local" 2 lane roadway in the City of Menifee's General Plan.

Existing Pedestrian and Bicycle Facilities

Formal pedestrian facilities have been constructed in the project area, including a sidewalk on the south side of McCall Boulevard between Bradley Road and Encanto Drive. Curb ramps and sections of sidewalks have also been constructed on the north side of McCall Boulevard near the Bradley Road and Encanto Drive intersections but are not connected to sidewalks across the interchange. No formal bicycle facilities have been constructed in the project area; however, the City of Menifee is anticipated to construct bicycle lanes along McCall Boulevard east of the Project area in 2026.

Traffic Forecasting Methodology

The most current version of the Riverside County travel demand forecasting model (RIVCOM) was utilized to prepare traffic forecasts. RIVCOM is Western Riverside Council of Governments' (WRCOG's) latest update to the Riverside County Transportation Analysis Model (RIVTAM) and is consistent with the 2024-2050 SCAG Regional Transportation Plan/Sustainable Communities Strategy (2024 RTP/SCS) with a 2018 base year and a 2045 future year. RIVCOM is considered the most appropriate model for use in this Project due to the more recent land use and roadway information. The travel demand model was run using a maximum of ten feedback loops and typical convergence criteria for RIVCOM.

Land use and roadway network in the surrounding study area was reviewed within a five-mile radius and confirmed with the City of Menifee to account for major nearby land use projects (such as the Legado Specific Plan) and future roadway improvements (such as the Garbani Road interchange). The model roadway network was reviewed within the City of Menifee and updated to reflect the projects listed in SCAG's 2024 financially constrained RTP and the City of Menifee General Plan Circulation Element.

Future Year Traffic Forecasting

Traffic forecasts for study freeway facilities and intersections were developed using the difference methodology which is consistent with methodologies delineated in the *National Cooperative Highway Research Program Report (NCHRP) 765* published by the *Transportation Research Board (TRB): Analytical Travel Forecasting Approaches for Project Level Planning and Design (Transportation Research Board, 2014)*.

The Base Year (2018) and Future Year (2045) models were used to calculate the annual growth at study facilities, which was then applied to existing (2021) traffic volumes to develop the Design Year (2048) traffic forecasts. The Opening Year (2028) forecasts were developed using interpolation between existing and Design Year (2048) volumes. Conservation of flow was applied to all forecasted volumes to ensure volumes are balanced along the study corridors. Given the nature of this Project as an operational improvement, traffic volumes are assumed to be the same under the No-Build and Build Alternative and only one set of traffic volumes was developed for future year scenarios.

Vehicle Miles Traveled

Senate Bill 743 amended CEQA to allow the Governor's Office of Planning and Research (OPR) to develop new guidelines under CEQA establishing alternative metrics to levels of service (LOS) for the analysis of transportation impacts. On December 28th, 2018, the Office of Administrative Law approved the amendments to the CEQA Guidelines including changes related to Senate Bill 743. The amended CEQA Guidelines add a new section on determining the significance of transportation impacts, and generally specify vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts.

VMT is a measure of the number of miles traveled by vehicles in a roadway network. It is the calculation of every trip taken or estimated, multiplied by the length of the trip. An increase or decrease in VMT indicates more or fewer trips, a longer or shorter average length of trips, or a combination of both a change in trips and a change in the average distance traveled. VMT is generally evaluated by comparing alternatives to indicate the overall difference between the alternatives.

The Caltrans Transportation Analysis Framework (TAF) (Caltrans 2020c) provides guidance on the methods for estimating VMT, including induced VMT associated with a lane addition. One method available for VMT analysis is the National Center for Sustainable Transportation (NCST) Induced Travel Calculator (NCST calculator) (NCST 2019). Induced demand refers to a change in travel behavior, such as longer trips that avoid slower areas of congestion, new trips because a travel mode offers a lower cost, quicker, or more convenient route by car, or land use changes that might attract trips that are longer in distance Consistent with the elasticity-based methods recommended in the TAF, NCST Calculator was used to estimate the annual VMT induced by the project.

Traffic Operation Freeway Analysis Methodology

Freeway mainline segments and ramps were evaluated using the Highway Capacity Software (HCS) 7 Facility Module, which applies methodologies contained in the Highway Capacity Manual (HCM) 6th Edition. Although VMT is the current measure of transportation impacts under CEQA, the level-of-service (LOS) was calculated for each study facility based on density in number of passenger cars per hour per lane to estimate transportation facility performance. Table 2.1.6-1 describes the LOS thresholds for freeway sections identified in the HCM.

Table 2.1.6-1: Freeway Basic, Merge, Diverge & Weave Freeway Segment LOS Threshold

Level of Service	Density (vplpm)[1]			Description
	Mainline (Basic)	Merge & Diverge	Weave	
A	< 11	< 10	< 10	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.
B	> 11 to 18	> 10 to 20	> 10 to 20	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.
C	> 18 to 26	> 20 to 28	> 20 to 28	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.
D	> 26 to 35	> 28 to 35	> 28 to 35	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.
E	> 35 to 45	> 35	> 35 to 43	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.
F	Demand Exceeds Capacity OR Density >	Demand Exceeds Capacity	Demand Exceeds Capacity OR Density >	Represents a breakdown in flow.

Notes: [1]Density is reported in number of passenger cars per mile per lane (pc/mi/ln).
Volume over capacity greater than or equal to one (V/C≥1) is considered LOS F.
Source: Highway Capacity Manual 6th Edition (Transportation Research Board, 2016).

The peak-hour density calculations are consistent with the definitions from the HCM, which defines four freeway section types: merge, diverge, weave, and basic. Merge and diverge sections, which refer to the freeway ramp junctions, are defined as the section of the freeway 1,500 feet downstream of an on-ramp and upstream of an off-ramp, respectively. The density is measured over the two-outside freeway through lanes plus any auxiliary lanes. A weaving section occurs between a successive on-ramp and off-ramp pair connected by an auxiliary lane, and the maximum weaving distance between the ramps is no longer a fixed distance but determined by the weaving/total volumes and number of weaving lanes in the HCM. Basic freeway sections include all other freeway sections that are not included in a merge, diverge, or weaving section. The densities at weaving and basic sections are measured across all mixed-flow freeway lanes (including both through lanes and auxiliary lanes).

Intersection Operations Analysis Methodology

Intersection operations analysis was conducted using methodologies contained in the HCM 6th Edition and are considered as the state-of-the-practice methodologies for evaluating intersection operations. Given the close spacing between study intersections, microsimulation operations analysis was performed to account for queues that build up over space and time throughout the study corridor. The microsimulation was performed using SimTraffic, a traffic simulation model embedded in the Synchro 11 software. SimTraffic captures the observed characteristics of driver behavior and models the interaction between vehicles in a study network. Traffic simulation better represents delays under congested conditions, weaving operations between adjacent intersections, effect of queue spillback and blocking between various traffic movements and between adjacent intersections.

The HCM 6th Edition methodology for signalized intersections estimates the weighted average control delay for vehicles at the intersection while the methodology for unsignalized intersections estimates the worst-case movement control delay for two-way stop-controlled intersections and the average control delay for all-way stop-controlled intersections. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. These grades range from level of service (LOS) A (minimal delay) to LOS F (congested conditions). LOS E represents at-capacity operations. The intersection LOS was calculated for each study facility based on average intersection delay. Table 2.1.6-2 describes the LOS thresholds for the study intersections identified in the HCM.

Table 2.1.6-2: Freeway Basic, Merge, Diverge & Weave Freeway Segment LOS Threshold

Level of Service	Unsignalized Delay	Signalized Intersections	Description
	Average Control Delay (seconds/Vehicle)	Average Stopped Delay per Vehicle (seconds)	
A	<10.0	<10.0	Operations with very low delay occurring with favorable progression and/or short cycle length.
B	>10.0 to 15.0	>10.0 to 20.0	Operations with low delay occurring with good progression and/or short cycle lengths.
C	>15.0 to 25.0	>20.0 to 35.0	Operations with average delays resulting from fair progression and or/longer cycle lengths. Individual cycle failures begin to appear.
D	>25.0 to 35.0	>35.0 to 55.0	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.
E	>35.0 to 50.0	>55.0 to 80.0	Operations with high delay values indicating poor progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.
F	>50.0	>80.0	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.
Note: Volume over capacity greater than or equal to one (V/C≥1) will be considered LOS F. Source: Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis			

Analysis Evaluation Criteria

The analysis evaluation criteria described below were used to determine acceptable traffic operating conditions and are based on the level of service policies identified by Caltrans (jurisdiction for freeway mainline/ramp/ramp terminal intersection) and the City of Menifee (jurisdiction for local intersections).

The City of Menifee General Plan (2012) has established that the LOS should be LOS D or better for major intersections in the City. Therefore, LOS D is considered as the criteria for acceptable operations for this Project.

Existing Traffic Volumes

Freeway Operations Analysis

To estimate the freeway traffic volumes at the diverge, basic, and merge segments, the freeway traffic counts were balanced with the on- and off-ramp traffic volumes developed from the intersection count estimates. The I-215 AM peak hour is from 7:00 AM to 8:00 AM and the PM peak hour is from 4:00¬5:00 PM. Table 2.1.6-3 presents the estimated freeway traffic counts on I-215 for existing (2021) conditions.

Table 2.1.6-3: Existing (2021) I-215 Freeway and Ramp Traffic Volumes

No.	Freeway Segment	AM Peak Hour	PM Peak Hour	ADT	AADT
1	I-215 Southbound Basic Segment between Ethanac Road and McCall Boulevard	4,362	3,733	60,800	58,360
2	I-215 Southbound Diverge Segment at McCall Boulevard Off-Ramp	4,362	3,733	60,800	58,360
3	I-215 Southbound Off-Ramp	573	931	15,160	14,550
4	I-215 Southbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	3,789	2,802	45,640	43,810
5	I-215 Southbound On-Ramp	938	706	11,500	11,040
6	I-215 Southbound Merge Segment at McCall Boulevard On-Ramp	4,727	3,508	57,130	54,850
7	I-215 Northbound Basic Segment between Newport Boulevard and McCall Boulevard	3,400	5,072	67,470	64,430
8	I-215 Northbound Diverge Segment at McCall Boulevard Off-Ramp	3,400	5,072	67,470	64,430
9	I-215 Northbound Off-Ramp	403	942	12,530	11,970
10	I-215 Northbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	2,997	4,130	54,940	52,460
11	I-215 Northbound On-Ramp	825	485	6,450	6,160
12	I-215 Northbound Merge Segment at McCall Boulevard On-Ramp	3,822	4,615	61,390	58,620

Sources: Caltrans' PeMS Data, 2019.
Traffic Operations Analysis Report, Fehr & Peers, 2021.

Table 2.1.6-4 summarizes the AM and PM peak hour density and LOS for the study freeway segments on northbound and southbound I-215. In Existing (2021) conditions, all freeway study locations are operating at LOS D or better during both AM and PM peak hours.

Table 2.1.6-4: Existing (2021) I-215 Freeway and Ramp Traffic Volumes

	Freeway Segment	Segment Type	Peak Hour	Existing Density[1]	Existing LOS
Southbound					
1	SB I-215 Between Ethanac Road and McCall Boulevard	Basic	AM	23	C
			PM	19	C
2	SB I-215 at McCall Boulevard Off-Ramp	Diverge	AM	30	D
			PM	27	C
3	SB I-215 Between McCall Boulevard Off-Ramp and On-Ramp	Basic	AM	20	C
			PM	14	B
4	SB I-215 at McCall Boulevard On-Ramp	Merge	AM	28	C
			PM	21	C
5	SB I-215 between McCall Boulevard and Newport Road	Basic	AM	26	C
			PM	18	B
Northbound					
6	NB I-215 between Newport Boulevard and McCall Boulevard	Basic	AM	18	B
			PM	27	D
7	NB I-215 at McCall Boulevard Off-Ramp	Diverge	AM	25	C
			PM	33	D
8	NB I-215 between McCall Boulevard Off-Ramp and On-Ramp	Basic	AM	16	B
			PM	21	C
9	NB I-215 at McCall Boulevard On-Ramp	Merge	AM	24	C
			PM	26	C
10	NB I-215 between McCall Boulevard and Ethanac Road	Basic	AM	20	C
			PM	24	C

Note: [1] Density is reported in vehicles per lane per mile.
Source: Traffic Operations Analysis Report, Fehr & Peers, 2022.

Intersections Operations Analysis

The intersection operations results based on Existing (2021) conditions are shown in Table 2.1.6-5. LOS and delay are reported for all study intersections.

Table 2.1.6-5: Existing (2021) Intersection Operations

No	Study Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	McCall Boulevard/Bradley Road	Signal	40.4	D	44.3	D
2	McCall Boulevard/I-215 Southbound Ramps	Signal	39.2	D	**59.4**	**E**
3	McCall Boulevard/I-215 Northbound Ramps	Signal	32.5	C	39.3	D
4	McCall Boulevard/Encanto Drive	Signal	**145.7**	**F**	43.1	D

Notes: **Bold** text indicates unacceptable operations.
Delay is in seconds/vehicle.
Source: Traffic Operations Analysis Report, Fehr & Peers, 2022.

The following intersections were found to operate unacceptably under Existing (2021) conditions:

- McCall Boulevard/I-215 Southbound Off-Ramp – LOS E (PM Peak Hour)
- Encanto Drive/McCall Boulevard – LOS F (AM Peak Hour)

Queuing Analysis

The queue length obtained from the simulation model is shown in Table 2.1.6-6 for the key movements at the ramp terminal intersections. The maximum queue is compared to the available storage for each movement to identify any queuing issues.

Table 2.1.6-6: Existing (2021) Conditions Queuing Summary

Movement	Storage (Feet)	AM Peak Hour 95th Queue (feet)	PM Peak Hour 95th Queue (feet)
McCall Boulevard & Bradley Road			
Eastbound Lane	100	**120**	**140**
Westbound Lane	350	**460**	**460**
McCall Boulevard & I-215 Southbound Ramps			
Southbound	580	**1,400**	**1,400**
Westbound Lane	230	**400**	**380**
McCall Boulevard & I-215 Northbound Ramps			
Eastbound Lane	250	**340**	**320**
Northbound	300	840	580
McCall Boulevard & Encanto Drive			
Eastbound Lane	100	**200**	**200**
Westbound Lane	150	**240**	**160**

Note: **Bold** text indicates queues exceeding storage.
Bold and underlined text indicates queues exceeding ramp storage.
Worst-case scenario is reported for movements with more than one lane.
For movements where the 95th percentile queues are greater than the max queue, max queue was reported.
Source: Traffic Operations Analysis Report, Fehr & Peers, 2022.

Under Existing (2021) conditions, most turning movements were found to exceed storage capacity during both peak hours. Notably, the southbound I-215 Off-Ramp queue was found to spill back onto the freeway mainline during the AM and PM peak hours.

Under Existing conditions a similar trend is observed and westbound and eastbound left-turns at Bradley Road and Encanto drive had exceeded storage lengths.

Systemwide Performance

While LOS is a good indicator of transportation facility performance, the system-wide measures of effectiveness (MOEs) are also helpful performance indicators, especially when dealing with over-saturated conditions. The system-wide MOEs used to evaluate performance for this project include delay per vehicle, percent demand served, and vehicle-hours-delay.

- **Vehicle-hours-of-delay** is the average total delay experienced by all vehicles in the network and includes traditional control delay plus queue delay.
- **Delay per vehicle** is the average delay experienced per vehicle in the network due to traffic controls or congestion/queueing.
- **Demand Served** is the demand served number of vehicles exiting divided by the number of vehicles entering the network. A higher demand served would indicate that all vehicles entering are able to get served through the interchange.

MOEs for Existing (2021) conditions are shown in Table 2.1.6-7.

Table 2.1.6-7: Existing (2021) System-Wide Measures of Effectiveness

System-wide MOE	AM Peak Hour	PM Peak Hour
Vehicle hours of delay (vehicle hours)	230	182
Delay per vehicle (sec/veh)	184	126
Demand Served (%)	98	99

Source: Traffic Operations Analysis Report, Fehr & Peers, 2022.

Environmental Consequences

Permanent Impacts

Build Alternative

The proposed project improvements include widening McCall Boulevard, the I-215 overcrossing, and the I-215 ramps. The existing Type L-1 Tight Diamond interchange configuration would not be modified. Additional improvements include signal modifications at the proposed northbound and southbound ramps intersections, the Bradley Road intersection, and the Encanto Drive intersection.

McCall Boulevard would be widened from two to three lanes in each direction from Sun City Boulevard to approximately 700 feet east of the Encanto Drive. The six through lanes would continue east where the ultimate facility is a six-lane Urban Arterial road. In the westbound direction, two lanes would be added/dropped at the Bradley Road intersection

to match the four-lane facility west of the interchange in accordance with the City's General Plan designation, which is a 4-lane Major road.

The I-215/McCall Boulevard bridge overcrossing would be widened to include two left turn lanes, with a painted median to provide shared storage for both directions of travel along McCall Boulevard. The widening would also include a bike/NEV lane and sidewalks on both sides of the road/bridge and sidewalks on the north side of the road/bridge, which would extend along McCall Boulevard to the Encanto Drive and Bradley Road intersections to connect with existing and future planned bike/NEV and pedestrian facilities. These proposed facilities are anticipated to connect to future projects that will provide Class II bicycle lanes along the roadway delineated by pavement striping and signage dedicated for bicycle travel along McCall Boulevard from Valley Boulevard in the west to Briggs Road in the east, consistent with the City General Plan.

A 1,500-foot deceleration lane would be constructed at the I-215 northbound off-ramp to improve operation of the I-215 mainline. The I-215 northbound and southbound on-ramps would be reconstructed and widened from one to two lanes with ramp metering to allow for additional storage and reduce backspill onto McCall Boulevard. The I-215 northbound and southbound off-ramps would be partially reconstructed to provide three turn lanes to allow for additional storage and reduce backspill onto I-215. All existing ramp skew angles and curb returns at McCall Boulevard would be realigned and improved to meet Caltrans' design standards to improve safety and accommodate the turn movements of Surface Transportation Assistance Act (STAA) trucks. The McCall Boulevard intersection improvements at Bradley Road and Encanto Drive include additional turn-lanes and standard pedestrian facilities such as two curb ramps and median pedestrian refuge islands.

Opening Year (2028) Conditions

This analysis presents the results of the Project under Opening Year (2028) conditions. The purpose of the Opening Year analysis is to evaluate opening day traffic operations on I-215 and intersections within the study area with and without the improvements. Traffic operations results for freeway density and LOS, intersection delay and LOS, queueing, and other system-wide MOEs are summarized below.

Freeway Operations Analysis

The turning movement volumes for the Opening Year (2028) No-Build and Build Alternative are the same because the Project is an operational improvement project that proposes to maintain existing freeway access points. The Opening Year (2028) freeway ramp and mainline volumes for the No-Build and Build Alternative are shown in Table 2.1.6-8.

Table 2.1.6-8: Opening Year (2028) I-215 Freeway and Ramp Traffic Volumes

No.	Freeway Segment	AM Peak Hour	PM Peak Hour	ADT	AADT
1	I-215 Southbound Basic Segment between Ethanac Road and McCall Boulevard	4,670	3,920	63,840	61,280
2	I-215 Southbound Diverge Segment at McCall Boulevard Off-Ramp	4,670	3,920	63,840	61,280
3	I-215 Southbound Off-Ramp	650	1,030	16,780	16,110

No.	Freeway Segment	AM Peak Hour	PM Peak Hour	ADT	AADT
4	I-215 Southbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	4,020	2,890	47,070	45,170
5	I-215 Southbound On-Ramp	1,010	810	13,190	12,660
6	I-215 Southbound Merge Segment at McCall Boulevard On-Ramp	5,030	3,700	60,260	57,830
7	I-215 Northbound Basic Segment between Newport Boulevard and McCall Boulevard	3,600	5,540	73,700	70,380
8	I-215 Northbound Diverge Segment at McCall Boulevard Off-Ramp	3,600	5,540	73,700	70,380
9	I-215 Northbound Off-Ramp	480	1,050	13,970	13,340
10	I-215 Northbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	3,120	4,490	59,730	57,040
11	I-215 Northbound On-Ramp	880	540	7,180	6,860
12	I-215 Northbound Merge Segment at McCall Boulevard On-Ramp	4,000	5,030	66,910	63,900

Sources: Caltrans' PeMS Data, 2019.
Traffic Operations Analysis Report, Fehr & Peers, 2022.

Table 2.1.6-9 summarizes the AM and PM peak hour density and LOS for the study freeway segments under the No-Build and Build Alternative on I-215. This freeway analysis assumes the worst-case scenario, such that all traffic demand coming to and from McCall Boulevard is served. The freeway segment LOS between the No-Build and Build Alternative are the same except for locations where the Project proposes improvements.

Table 2.1.6-9: Opening Year (2028) I-215 Operations Summary

No	Freeway Segment	Segment Type	Peak Hour	Opening Year (2028) No-Build		Opening Year (2028) Build	
				Density[1]	LOS	Density[1]	LOS
Southbound I-215							
1	SB I-215 Between Ethanac Road and McCall Boulevard	Basic	AM	25	C	25	C
			PM	20	C	20	C
2	SB I-215 at McCall Boulevard Off-Ramp	Diverge	AM	31	D	31	D
			PM	29	D	29	D
3	SB I-215 Between McCall Boulevard Off-Ramp and On-Ramp	Basic	AM	21	C	21	C
			PM	15	B	15	B
4	SB I-215 at McCall Boulevard On-Ramp	Merge	AM	30	D	30	D
			PM	22	C	22	C
5	SB I-215 between McCall Boulevard and Newport Road	Basic	AM	28	D	28	D
			PM	19	C	19	C

No	Freeway Segment	Segment Type	Peak Hour	Opening Year (2028) No-Build		Opening Year (2028) Build	
				Density[1]	LOS	Density[1]	LOS
Northbound I-215							
6	NB I-215 between Newport Boulevard and McCall Boulevard	Basic	AM	19	C	19	C
			PM	31	D	31	D
7	NB I-215 at McCall Boulevard Off- Ramp	Diverge	AM	26	C	14	B
			PM	**35**	**E**	24	C
8	NB I-215 between McCall Boulevard Off-Ramp and On-Ramp	Basic	AM	16	B	16	B
			PM	23	C	23	C
9	NB I-215 at McCall Boulevard On- Ramp	Merge	AM	25	C	25	C
			PM	28	C	28	C
10	NB I-215 between McCall Boulevard and Ethanac Road	Basic	AM	21	C	21	C
			PM	27	D	27	D

Notes: [1] Density is reported in vehicles per lane per mile.
Bold font indicates LOS E or F conditions.
Source: Traffic Operations Analysis Report, Fehr & Peers, 2022.

Southbound I-215

In the southbound I-215 direction, all study freeway locations would operate at LOS D or better during both AM and PM peak hours, under the No-Build and Build Alternative in Opening Year (2028).

Northbound I-215

Under the Opening Year (2028) No-Build Alternative, the northbound I-215 Off-Ramp to McCall Boulevard would degrade to LOS E during the PM peak hour. All other freeway study locations would operate at LOS C or better during both AM and PM peak hours.

The Project proposes to construct a 1,500-foot deceleration lane at the northbound I-215 McCall Boulevard Off-Ramp. This Project feature would improve the freeway diverge segment to LOS C under the Build Alternative during the PM peak hour.

Intersection Operations Analysis

The intersection operations results for the Opening Year (2028) conditions are shown in Table 2.1.6-10. LOS and delay are reported for all study intersections.

Table 2.1.6-10: Opening Year (2028) Intersections Operations

No	Intersection	Control	Peak Hour	No-Build		Build	
				Delay	LOS	Delay	LOS
1	McCall Boulevard/Bradley Road	Signal	AM	49.7	D	30.4	C
			PM	**58.7**	**E**	32.1	C
2	McCall Boulevard/I-215 Southbound Ramps	Signal	AM	**55.3**	**E**	15.9	B
			PM	**64.1**	**E**	19.4	B
3	McCall Boulevard/I-215 Northbound Ramps	Signal	AM	32.5	C	16.9	B
			PM	**59.2**	**E**	16.3	B
4	McCall Boulevard/Encanto Drive	Signal	AM	**157.6**	**F**	25.9	C
			PM	**131.8**	**F**	23.5	C

Notes: **Bold** text indicates unacceptable operations
Delay is in Seconds/Vehicle
Source: *Traffic Operations Analysis Report, Fehr & Peers, 2022.*

The following intersections were found to operate unacceptably under the No-Build Alternative:

- McCall Boulevard/Bradley Road – LOS E (PM Peak Hour)
- McCall Boulevard/I-215 Southbound Ramps – LOS E (AM and PM Peak Hours)
- McCall Boulevard/I-215 Northbound Ramps – LOS E (PM Peak Hour)
- Encanto Drive/McCall Boulevard – LOS F (AM and PM Peak Hours)

All of those intersections would improve to operate acceptably under the Build Alternative. LOS and delay are improved at all intersections as a result of the proposed improvements.

The queue lengths for the Opening Year (2028) No-Build and Build Alternative are shown in Table 2.1.6-11 for the key movements of the ramp terminal intersections.

Table 2.1.6-11: Opening Year (2028) Conditions Queuing Summary

Movement	No-Build			Build		
	Storage (feet)	AM Peak Hour 95th Queue (feet)	PM Peak Hour 95th Queue (feet)	Storage (feet)	AM Peak Hour 95th Queue (feet)	PM Peak Hour 95th Queue (feet)
McCall Boulevard & Bradley Road						
Eastbound Lane	100	**140**	**160**	160	125	140
Westbound Lane	350	**460**	**460**	480	350	340
McCall Boulevard & I-215 Southbound Ramps						
Southbound	580	1,180	**1,400**	340	200	280
Westbound Lane	230	**400**	**380**	300	200	140
McCall Boulevard & I-215 Northbound Ramps						
Eastbound Lane	250	**380**	**360**	280	150	140
Northbound	300	240	1,420	280	1500	200

Movement	No-Build			Build		
	Storage (feet)	AM Peak Hour 95th Queue (feet)	PM Peak Hour 95th Queue (feet)	Storage (feet)	AM Peak Hour 95th Queue (feet)	PM Peak Hour 95th Queue (feet)
McCall Boulevard & Encanto Drive						
Eastbound Lane	100	**200**	**200**	320	150	220
Westbound Lane	150	**300**	**300**	320	125	60

Notes: **Bold** text indicates queues exceeding storage.
Bold and underlined text indicates queues exceeding ramp storage.
Worst-case scenario is reported for movements with more than one lane.
For movements where the 95th percentile queues are greater than the max queue, max queue was reported.
Source: *Traffic Operations Analysis Report, Fehr & Peers, 2022.*

Under the Opening Year (2028) No-Build conditions, the southbound I-215 Off-Ramp queue would spill back to the freeway mainline during the PM peak hour. Under the Build Alternative, the off-ramp queue would be reduced because the proposed additional off-ramp lanes would help serve the forecasted traffic demand efficiently. All vehicle queues under the Build Alternative would be accommodated within the proposed storage in Opening Year (2028). Under Opening Year (2028) the Build Alternative would reduce queuing on local streets as compared to the No-Build Alternative.

The MOEs applied to this Project include delay per vehicle, percent demand served, and vehicle-hours-delay. Table 2.1.6-12 shows MOEs under Opening Year (2028) conditions for the No-Build and Build Alternative.

Table 2.1.6-12: Opening Year (2028) System-Wide Measures of Effectiveness

System-wide MOE	No-Build		Build Alternative	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Vehicle hours of delay (vehicle hours)	295	351	91	102
Delay per vehicle (sec/veh)	218	229	61	62
Demand Served (%)	97	97	100	100

Source: *Traffic Operations Analysis Report, Fehr & Peers, 2022.*

Noticeable improvements are expected during both the AM and PM peak hours. The Build Alternative would reduce the vehicle delay by approximately 70% in the AM and PM peak hours.

Design Year (2048) Conditions

This analysis presents the results of the Project under Design Year (2048) conditions. The purpose of the Design Year (2048) analysis is to evaluate traffic operations in the study area with and without the Project improvements for the design life of the Project. Traffic operations results for freeway density and LOS, intersection delay and LOS, queueing, and other system-wide MOEs are summarized below.

Freeway Operations Analysis

The turning movement volumes for the Design Year (2048) No-Build and Build Alternative are the same because the Project is an operational improvement project that proposes to maintain existing freeway access points. The Design Year (2048) freeway ramp and mainline volumes for the No-Build and Build Alternative are shown in Table 2.1.6-13.

Table 2.1.6-13: Design Year (2048) I-215 Freeway and Ramp Traffic Volumes

No.	Freeway Segment	AM Peak Hour	PM Peak Hour	ADT	AADT
1	I-215 Southbound Basic Segment between Ethanac Road and McCall Boulevard	5,530	4,440	72,310	69,410
2	I-215 Southbound Diverge Segment at McCall Boulevard Off-Ramp	5,530	4,440	72,310	69,410
3	I-215 Southbound Off-Ramp	850	1,330	21,660	20,790
4	I-215 Southbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	4,680	3,110	50,650	48,620
5	I-215 Southbound On-Ramp	1,210	1,090	17,750	17,040
6	I-215 Southbound Merge Segment at McCall Boulevard On-Ramp	5,890	4,200	68,400	65,660
7	I-215 Northbound Basic Segment between Newport Boulevard and McCall Boulevard	4,140	6,840	90,990	86,890
8	I-215 Northbound Diverge Segment at McCall Boulevard Off-Ramp	4,140	6,840	90,990	86,890
9	I-215 Northbound Off-Ramp	750	1,370	18,220	17,400
10	I-215 Northbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	3,390	5,470	72,770	69,490
11	I-215 Northbound On-Ramp	1,080	710	9,450	9,020
12	I-215 Northbound Merge Segment at McCall Boulevard On-Ramp	4,470	6,180	82,210	78,510

Sources: Caltrans' PeMS Data, 2019.
Traffic Operations Analysis Report, Fehr & Peers, 2022.

Table 2.1.6-14 summarizes the AM and PM peak hour density and LOS for the study freeway segments under the No-Build and Build Alternative on I-215. This freeway analysis assumes the worst-case scenario, such that all traffic demand coming to and from McCall Boulevard is served. The freeway segment LOS between the No-Build and Build Alternative are the same except for locations where the Project proposes improvements.

Table 2.1.6-14: Design Year (2048) I-215 Operations Summary

No	Freeway Segment	Segment Type	Peak Hour	Opening Year (2028) No-Build		Opening Year (2028) Build	
				Density[1]	LOS	Density[1]	LOS
Southbound I-215							
1	SB I-215 Between Ethanac Road and McCall Boulevard	Basic	AM	31	D	31	D
			PM	23	C	23	C
2	SB I-215 at McCall Boulevard Off-Ramp	Diverge	AM	35	D	35	D
			PM	31	D	31	D
3	SB I-215 Between McCall Boulevard Off-Ramp and On-Ramp	Basic	AM	24	C	24	C
			PM	16	B	16	B

No	Freeway Segment	Segment Type	Peak Hour	Opening Year (2028) No-Build		Opening Year (2028) Build	
				Density[1]	LOS	Density[1]	LOS
4	SB I-215 at McCall Boulevard On-Ramp	Merge	AM	34	D	34	D
			PM	25	C	25	C
5	SB I-215 between McCall Boulevard and Newport Road	Basic	AM	34	D	34	D
			PM	22	C	22	C
Northbound I-215							
6	NB I-215 between Newport Boulevard and McCall Boulevard	Basic	AM	21	C	21	C
			PM	**45**	**F**	**45**	**F**
7	NB I-215 at McCall Boulevard Off- Ramp	Diverge	AM	28	D	17	B
			PM	**41**	**F**	30	D
8	NB I-215 between McCall Boulevard Off-Ramp and On-Ramp	Basic	AM	17	B	17	B
			PM	30	D	30	D
9	NB I-215 at McCall Boulevard On- Ramp	Merge	AM	27	C	27	C
			PM	34	D	34	D
10	NB I-215 between McCall Boulevard and Ethanac Road	Basic	AM	23	C	23	C
			PM	**37**	**E**	**37**	**E**

Notes: [1] Density is reported in vehicles per lane per mile.
Bold font indicates LOS E or F conditions.
Source: Traffic Operations Analysis Report, Fehr & Peers, 2022.

Southbound I-215

In Design Year (2048) No-Build and Build conditions, all study freeway locations would operate at LOS D or better during both AM and PM peak hours.

Northbound I-215

In Design Year (2048) No-Build conditions, three study northbound I-215 freeway segments would approach their capacity and degrade to LOS E or F.

- NB I-215 between Newport Boulevard and McCall Boulevard (basic) – LOS F
- NB I-215 at McCall Boulevard On-Ramp (diverge) – LOS F
- NB I-215 between McCall Boulevard and Ethanac Road (basic) – LOS E

All other freeway study locations would operate at LOS D or better during both AM and PM peak hours.

The Project proposes to construct a 1,500-foot deceleration lane at the northbound I-215 McCall Boulevard Off-Ramp. This Project feature would improve the freeway diverge segment to LOS D under the Build Alternative during the PM peak hour.

Intersection Operations Analysis

The intersection operations results for the Design Year (2048) conditions are shown in Table 2.1.6-15. LOS and delay are reported for all study intersections.

Table 2.1.6-15: Design Year (2048) Intersections Operations

No	Intersection	Control	Peak Hour	No-Build		Build	
				Delay	LOS	Delay	LOS
1	McCall Boulevard/Bradley Road	Signal	AM	**197.6**	**F**	50.3	D
			PM	**221.4**	**F**	38.0	D
2	McCall Boulevard/I-215 Southbound Ramps	Signal	AM	**70.3**	**E**	25.4	C
			PM	**85.2**	**F**	29.3	C
3	McCall Boulevard/I-215 Northbound Ramps	Signal	AM	**68.8**	**E**	26.5	C
			PM	**101.6**	**F**	27.2	C
4	McCall Boulevard/Encanto Drive	Signal	AM	**178.4**	**F**	50.6	D
			PM	**193.4**	**F**	30.0	C

Notes: **Bold** text indicates unacceptable operations
Delay is in Seconds/Vehicle
Source: *Traffic Operations Analysis Report, Fehr & Peers, 2022.*

All study intersections were found to operate unacceptably under the No-Build Alternative during both peak hours.

All intersections would improve to operate acceptably under the Build Alternative. Both ramp intersections were simulated with half cycles. LOS and delay are improved at all intersections as a result of the proposed improvements. Average delay would be reduced by over 60% at both ramp terminal intersections.

The queue lengths for the Design Year (2048) No-Build and Build Alternative are shown in Table 2.1.6-16 for the key movements of the ramp terminal intersections.

Table 2.1.6-16: Design Year (2048) Conditions Queuing Summary

Movement	No-Build			Build		
	Storage (feet)	AM Peak Hour 95th Queue (feet)	PM Peak Hour 95th Queue (feet)	Storage (feet)	AM Peak Hour 95th Queue (feet)	PM Peak Hour 95th Queue (feet)
McCall Boulevard & Bradley Road						
Eastbound Lane	100	**160**	**160**	160	160	160
Westbound Lane	350	**460**	**460**	480	440	440
McCall Boulevard & I-215 Southbound Ramps						
Southbound	580	1,340	**1,400**	340	240	340
Westbound Lane	230	**380**	**400**	300	200	260
McCall Boulevard & I-215 Northbound Ramps						
Eastbound Lane	250	**380**	**360**	280	160	160
Northbound	300	1,780	1,800	280	220	280

Movement	No-Build			Build		
	Storage (feet)	AM Peak Hour 95th Queue (feet)	PM Peak Hour 95th Queue (feet)	Storage (feet)	AM Peak Hour 95th Queue (feet)	PM Peak Hour 95th Queue (feet)
McCall Boulevard & Encanto Drive						
Eastbound Lane	100	**200**	**200**	320	320	320
Westbound Lane	150	**300**	**260**	320	280	200

Notes: **Bold** text indicates queues exceeding storage.
Bold and underlined text indicates queues exceeding ramp storage.
Worst-case scenario is reported for movements with more than one lane.
For movements where the 95th percentile queues are greater than the max queue, max queue was reported.
Source: *Traffic Operations Analysis Report, Fehr & Peers, 2022.*

Under the Design Year (2048) No-Build Alternative conditions, the southbound I-215 Off-Ramp and northbound I-215 Off-Ramp queues would spill back to the freeway mainline during the PM peak hour. Under the Build Alternative, the off-ramp queues are reduced because the proposed additional off-ramp lanes would help serve the forecasted traffic demand efficiently. All vehicle queues under Design Year (2048) Build Alternative conditions would be accommodated within the proposed storage. Under Design Year (2048) the Build Alternative would reduce queuing on local streets as compared to the No-Build Alternative.

The MOEs applied to this Project include delay per vehicle, percent demand served, and vehicle-hours-delay. Table 2.1.6-17 shows MOEs under Design Year (2048) conditions for the No-Build and Build Alternative.

Table 2.1.6-17: Design Year (2048) System-Wide Measures of Effectiveness

System-wide MOE	No-Build		Build Alternative	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Vehicle hours of delay (vehicle hours)	661	821	199	183
Delay per vehicle (sec/veh)	435	543	101	86
Demand Served (%)	95	93	100	100

Source: *Traffic Operations Analysis Report, Fehr & Peers, 2022.*

Noticeable improvements are expected during both the AM and PM peak hours. The Build Alternative would reduce the vehicle delay by approximately 77% in the AM peak hour and 85% in the PM peak hour.

Conclusions

The traffic operations analysis was conducted for the project including the No-Build Alternative under both Opening Year (2028) and Design Year (2048). Findings for each scenario are also summarized below.

Opening Year (2028)

Under the Opening Year (2028) scenario, the Build Alternative would improve all study freeway segments to LOS D or better.

Under the Opening Year (2028) scenario, the Build Alternative would improve operations to LOS D or better at all intersections operating at LOS E or F under the No-Build Alternative.

The Build Alternative would reduce vehicle delay by up to 71% in the study area during the AM and PM peak hours, while serving approximately 3% more traffic demand compared to the No-Build Alternative.

Queue lengths would be improved or remain the same for all intersection turning movements as a result of the proposed improvements under the Build Alternative. The most significant reduction in queues is for the I-215 Off-Ramps, with a reduction up to 1,300 feet during the peak hours. Reducing queues at off-ramps provides safety benefits as it reduces the likelihood of collisions and queues spilling back to the freeway mainline.

Design Year (2048)

Under the Design Year (2048) scenario, the Build Alternative would improve one study freeway segment to LOS D or better. Two remaining segments are LOS E or F because the freeway segment is over or nearing capacity in the Design Year. To improve the LOS of these segments, a fourth general purpose lane would be required from the Newport Road On-Ramp to the McCall Boulevard Off-Ramp and the McCall Boulevard On-Ramp to the Ethanac Road Off-Ramp, which is not consistent with the Purpose and Need of this Project.

Under the Design Year (2048) scenario, the Build Alternative would improve intersection operations to LOS D or better at all intersections operating at LOS E or F under the No-Build Alternative.

The Build Alternative would reduce vehicle delay by up to 70% and 78% in the study area during the AM and PM peak periods, respectively, while serving approximately 5% more traffic demand during the AM peak hour and 8% more traffic demand during the PM peak hour compared to the No-Build Alternative.

Queue lengths would be improved or remained the same for all intersection turning movements as a result of the proposed improvements under the Build Alternative. The most significant reduction in queues is for the I-215 Off-ramps, with a reduction up to 1,500 feet during the peak hours. Reducing queues at off-ramps provides safety benefits as it reduces the likelihood of collisions and queues spilling back to the freeway mainline.

Vehicle Miles Traveled

Per the *Induced Travel Study* (2022) for the Project, the NCST Calculator was used to estimate the annual VMT induced by the project.

The following inputs were utilized for estimating the change in VMT using the NCST Calculator:

- Year: 2019
    - This is the most recent available year for selection within the calculator
- Facility Type: Class 2 or 3 Facility
    - Caltrans Functional Classification, McCall Boulevard is classified as a minor arterial
- County: Riverside
- Total Lane Miles Added: 0.72

According to the NCST Calculator results, the project is estimated to induce 2.1 million VMT per year.

The City of Menifee proposes a separate project to reduce the number of lanes on a parallel facility to offset the VMT induced by the widening of McCall Boulevard. This lane reduction, otherwise known as a road diet (1 lane-foot of road widening can be offset by 1 lane-foot of road diet). Additionally, prior to Environmental Certification/completion of Final Design, the City shall process a General Plan Amendment to reclassify the road designation for the La Piedra Road.

According to the *Caltrans SB 743 Program Mitigation Playbook* (July 2022), road diets "can offset lane additions" and "the reduction can be used to offset VMT predicted to occur from the additions." In addition, "reducing lanes to offset added lanes can avoid burdens around calculating VMT outcomes."

There were no suitable roadways within the project footprint and therefore, consistent with Caltrans recommendations, nearby facilities were considered in neighboring communities. The nearest and most applicable road diet candidate is La Piedra Road, a parallel facility 2.75 miles south of the McCall Interchange.

La Piedra Road is adjacent to Mt. San Jacinto College and would benefit from the road diet as "reduced road widths can improve safety at intersections or along the roadway due to speed reductions, and they can accommodate bike lanes and/or wider sidewalks, as well as parking for local destinations," as noted in the Mitigation Handbook. La Piedra Road is designated for Class II bike lanes in the City of Menifee Active Transportation Plan, which would result in further VMT- reducing effects of the mitigation measure.

This 1-to-1 ratio would be suitable for application in this case because McCall Boulevard is a city street, and the proposed road diet is also a city street. While the two streets differ in classifications [McCall Boulevard is listed as a Major Arterial (4 lanes, divided) west of I-215 and as an Urban Arterial (6 lanes, divided) east of the interchange, La Piedra is listed as a Secondary (4 lanes, undivided) in the Menifee General Plan Circulation Element]. However, the proposed road diet is double in length of the McCall Boulevard widening and is anticipated to fully offset the induced VMT.

Based on the suggested mitigation strategy, the City of Menifee will sponsor the following road diet as part of the I-215 and McCall Boulevard Interchange Project.

- La Piedra Road between Antelope Road and Menifee Road – provides approximately 1.52 lane-miles of road diet

Table 2.1.6-18 below presents the results of the NCST calculations for the project and the proposed road diet. The proposed road diet removes 1.52 lane-miles of roadway from the circulation system. Since the McCall Boulevard widening is 0.72 lane-miles, the 1.52 lane-miles of road diet is estimated to reduce the VMT by 2.4 million VMT/year.

Table 2.1.6-18: Design Year (2048) System-Wide Measures of Effectiveness

Scenario	Proposed McCall	Proposed Road Diet
Lane-Feet of Capacity Added	+0.72 lane-miles	-1.52 lane-miles
Induced VMT	+2.1 million VMT/year	-4.5 million VMT/year
Net VMT Change	**-2.4 million VMT/year**	

Source: *Induced Travel Study, Fehr & Peers, 2022.*

The road diet is anticipated to reduce the impact with implementation of **TRA-2** and is further discussed under Chapter 3.

In addition to the induced VMT, Annual VMT and Net VMT were calculated. Annual VMT Volumes were calculated using the formula within the FHWA *Traffic Data Computation Method Pocket Guide* (2018). In Table 2.1.6-19 below, Column A: Annual VMT was calculated using AADT Volumes for each roadway segment along I-215 and McCall Boulevard which were multiplied by the roadway segment length in miles multiplied by 365 days per year. Columns B, C, and D were obtained from the Project's *Induced Travel Study* (2023). Column E is the Net VMT with the Project and reduction in VMT from the road diet along La Piedra Road. Table 2.1.6-19 shows the annual VMT, Project-induced annual VMT, Project-reduction in annual VMT, and net VMT.

Table 2.1.6-19: Summary of VMT Volumes

Alternative	A. Annual VMT	B. Project-induced Annual VMT (Induced Demand)	C. Project-Reduction in Annual Induced Demand due to VMT mitigation	D. Net Induced Demand Value in annual VMT due to project (Col.B minus Col. C)	E. Net VMT for AQ calculation[1] (Annual VMT plus Net Induced Demand Value: Col. A plus Col. D)
Existing/Baseline (2021)	34,989,018	0	0	0	34,989,018
Open to Traffic 2028					
No Build	38,291,334	0	0	0	38,291,334
Build Alternative	38,291,334	2,100,000	4,500,000	-2,400,000	35,891,334
Design Year 2048 (20-Year Horizon)					
No Build	47,290,658	0	0	0	47,290,658
Build Alternative	47,290,658	2,100,000	4,500,000	-2,400,000	44,890,658

Annual VMT Volumes were calculated using the formula within the FHWA *Traffic Data Computation Method Pocket Guide* (2018). AADT Volumes for each roadway segment along I-215 and McCall Boulevard were multiplied by the roadway segment length in miles multiplied by 365 days per year.

Source: I-215 and McCall Boulevard Interchange Project (PA/ED EA: Riv 08-1F700) Traffic Operations Analysis Report (2022) and Induced Travel Study for I-215 and McCall Boulevard Interchange Project (2022)

With implementation of the road diet along La Piedra Road, traffic volumes are anticipated to decrease on La Piedra by approximately 5,000 daily trips, and redistribute along other nearby local roads with higher capacity. These local roads include Holland Road, a facility parallel to La Piedra Road, Antelope Road, and Menifee Road. La Piedra Road would no longer be utilized as a regional cut-through route and drivers would choose alternative routes that are faster. Regardless, La Piedra Road would still provide adequate access to the college, school, library, parks, and residential developments, but the other nearby roads would become the more efficient route, and it is anticipated regional trips would utilize those roadways instead of La Piedra Road.

Pedestrian and Bicycle Facilities

The Build Alternative would include the construction of pedestrian and bicycle facilities. The Project would construct sidewalks on the north side of the overcrossing, consistent with the existing sidewalk on the south side of the overcrossing, and bicycle/ Neighborhood Electric Vehicle lanes on both sides of the overcrossing, which would extend along McCall Boulevard to the Encanto Drive and Bradley Road intersections to connect with existing and future planned bicycle and pedestrian facilities. These proposed facilities are anticipated to connect to future projects that will provide Class II bicycle lanes along the roadway delineated by pavement striping and signage dedicated for bicycle travel along McCall Boulevard from Valley Boulevard in the west to Briggs Road in the east, consistent with the City General Plan.

No Build Alternative

The No-Build Alternative would result in diminishing LOS at surrounding interchanges and intersections as indicated in Tables 2.1.6-8 through 2.1.6-17. Without improvement to the area, the existing geometric deficiencies would not be corrected, conditions would continue to worsen with increased traffic volumes, and the queuing onto the mainline would continue to increase collision rates. In the No Build scenario, there would be an increase in congestion, specifically focused on the McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive intersections, and LOS in the region would continue to deteriorate, which would result in the operational breakdown of both McCall Boulevard and I-215. The gap in pedestrian/bike/NEV connectivity and delays with public transit would continue to hamper the community's use of alternative modes of transportation.

Temporary Impacts

Build Alternative

During construction, temporary impacts, such as lane closures, nighttime construction, and flagging, could occur. Construction is estimated to last approximately 18 months. Potential full freeway closures on I-215 would be required for the construction of bridge falsework over the freeway. Ramps would require closures at intersections with local roads. Short-term, weekend, or temporary closures are expected for certain phases; however, no long-term street closures are anticipated. Proposed ramp closures will be identified during the project PS&E phase. Traffic-handling plans and stage-construction plans will be developed to minimize queue on the I-215 mainline. These efforts will include off-peak hour

construction hours—primarily in the late night, early morning, and weekends—and clearly-marked detours near the closures.

The project would include preparation and implementation of a Traffic Management Plan (TMP). The purpose of the TMP is to describe the location, and discuss various strategies and alternatives that will be employed during construction to alleviate work-related traffic delays. The goal and objective of the TMP is to maintain traffic flow throughout the I-215 corridor, provide a safe environment for both the work force and motorists, and finally to minimize impact to local businesses and residences. The TMP could include public information communications, such as mailers, handouts, brochures, and press releases; information for motorists from changeable message signs or temporary signs; incident management plan that would define parameters and responsibilities to respond to incidents on and adjacent to the construction corridor; construction strategies, such as traffic plans; and information regarding construction staging, lane modifications (e.g., reduced lane widths or lane closures); demand management plan to remove traffic from existing routes by using this such as expanded park and ride lots, transit service or transit and ride share incentives; and the use of alternate routes/detours. Construction impacts would be short term, lasting only the length of construction (18 months), and cease upon completion of the project. Once the project is completed, the operational performance of the I-215/McCall Boulevard Interchange is expected to improve, resulting in a beneficial impact.

No-Build Alternative

The No-Build Alternative does not involve construction and would not result in any temporary construction related traffic impacts.

Avoidance, Minimization and/or Mitigation Measures

Avoidance and Minimization Measure **TRA-1** will ensure that any delays in the project area as a result of construction activities will be avoided or minimized.

TRA-1: To minimize potential impacts to traffic during construction, the Traffic Management Plan (TMP) prepared for this project will include the following components: public information communications; information for motorists from changeable message signs or temporary signs; incident management plan that would define parameters and responsibilities to respond to incidents on and adjacent to the construction corridor; construction strategies, such as traffic plans; and information regarding construction staging, lane modifications (e.g., reduced lane widths or lane closures); demand management plan to remove traffic from existing routes by using this such as expanded park and ride lots, transit service or transit and ride share incentives; and the use of alternate routes/detours. In particular, the TMP shall ensure that emergency responders have adequate access during all phases of construction, and shall provide for emergency contact points between the construction engineer and all emergency responders.

Mitigation Measure **TRA-2** would reduce VMT impacts:

TRA-2: A lane reduction (road diet) mitigation strategy will be implemented along La Piedra Road in the City of Menifee to offset impacts to Vehicle Miles

Traveled (VMT). A Memorandum of Understanding (MOU) has been executed between the City and Caltrans to identify the commitment from the City for the road diet project and detailing the project scope, schedule, funding, etc., for it to be implemented. Additionally, prior to Environmental Certification/completion of Final Design, the City shall process a General Plan Amendment to reclassify the road designation for the La Piedra Road.

2.1.7 Visual/Aesthetics

Regulatory Setting

NEPA establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and aesthetically (emphasis added) and culturally pleasing surroundings (42 USC 4331[b][2]). FHWA, in its implementation of NEPA (23 USC 109[h]), also directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

CEQA establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of aesthetic, natural, scenic and historic environmental qualities" (Public Resources Code Section 21001[b]).

California Streets and Highways Code Section 92.3 directs Caltrans to use drought resistant landscaping and recycled water when feasible and incorporate native wildflowers and native and climate-appropriate vegetation into the planting design when appropriate.

Affected Environment

A Visual Impact Assessment (VIA) was prepared in February 2023 to evaluate the potential impacts the proposed project could have to visual resources within the project area. The VIA was prepared to define the project setting and viewshed, identify key views for visual assessment, analyze existing visual resources and viewer response, depict the visual appearance of project alternative, assess the visual impacts of project alternative, and proposed methods to reduce adverse visual impacts.

The project area is located at the I-215 McCall Boulevard overcrossing in the City of Menifee in Riverside County, California, within the *Romoland, California* 7.5-minute series U.S. Geological Survey (USGS). The project area is located west of Interstate 215; it is within the California Coastal Range Open Woodland-Shrub-Coniferous Forest-Meadow Province and Southern California Mountains and Valleys Section, ecological subsection M262Bk (Hickman 1993, USDA 2005, and USDA 2007). The landscape is moderate-elevation narrow ranges and broad fault blocks. Granitic formations are beneath the uplands with areas of marine and nonmarine sedimentary rocks elsewhere (NRCS 2017). Vegetation consists of chaparral-mountain shrub, western hardwoods, ponderosa pine, and fir-spruce cover types (USDA 2007). The landscape is characterized by Economic Development Corridor (EDC-MB), and Specific Plan (SP), in the 2030 City of Menifee General Plan (City of Menifee, 2012).

The project corridor is defined as the area of land that is visible from, adjacent to, and outside the highway right-of-way, and is determined by topography, vegetation, and

viewing distance. No scenic resource has been identified within the project corridor, nor is any portion of the project within a designated State Scenic Highway.

Viewer groups for a transportation project are identified as people with views of the road and from the road. Visual changes to an existing setting could result in a positive or a negative perception of the project, depending on the viewer groups. Viewer groups can be identified through their location, activity, and sensitivity to visual changes. For the proposed project, the viewer groups are identified as neighbors and travelers.

Neighbors made up of existing residences are located to the west and east of the existing bridge structure. Economic Development Corridors are also located to the west and east of the bridge. The local residential viewer exposure is moderately-high due to the group's long-term duration and constant presence near the project area. The residential view's predominate feature in the landscape is the current bridge structure, which is approximately 1,000 feet from a medium-dense residential area. Though a high rating of sensitivity is given to the group, there would be a low degree of change to views due to the proposed bridge structure improvements being similar in appearance, length, height, and position as the current bridge. It is anticipated that the average response of all viewer groups will be moderately-low. The current project area lacks aesthetic treatments and is currently a very disturbed area; however, aesthetics of the project area would likely be valued by the residents should the bridge be improved.

For travelers along the roadway approaching from the east and west side of the bridge, viewer exposure is moderately-high due to the high numbers of travelers utilizing the roadway. The number of travelers along this section of the road would be moderately-high as the use by residents and commuters is anticipated to increase with or without the bridge improvement. The duration of these viewers would be low, due to the rate of speed that the new road would operate at, and the small length of the project segment. The viewer group travelers have low sensitivity due to the short time span spent along the proposed project. The travelers' activity level within the project area is high as they are traveling on the roadway and not able to be engaged in observing their surroundings. The awareness of travelers is low as it is focused on the roadway and not the surrounding environment. The aesthetics of the project area is unlikely to be valued by the travelers considering the lack of aesthetics of the existing bridge and level of disturbance in the area.

Environmental Consequences

Permanent Impacts

Build Alternative

Visual impacts are determined by assessing changes to the visual resources and predicting viewer response to those changes. Four viewpoint locations were assessed, the viewpoint locations can be seen on **Figure 2.1.7-1** below. The proposed project would be visible from the existing residents and travelers in the project's vicinity (see Viewpoint 1 and Viewpoint 2), travelers along the widened roadway and overcrossing (see Viewpoint 3), and travelers along I-215 (see Viewpoint 4). Vehicles are anticipated to travel this portion of McCall Boulevard each day. The viewer exposure duration for neighbors is considered to be long, but residents would have a low response to the surrounding visual environment, as visual character and visual quality would have minimal changes. Currently, these residents have

a partially limited view of the existing bridge due to vegetation and barriers like property fencing. The proposed bridge would not result in a major change to the existing visual character of the structure. The viewer exposure duration for travelers is low, as the views would be brief and fleeting, and these travelers would not give notice to the minimal change.

Overall visual impacts as a result of the proposed project would be moderately-low, as the viewer response for neighbors and travelers would be low.

No-Build Alternative

The No-Build Alternative would not result in any changes to existing views in the project area. As a result, no impacts to visual resources or aesthetics in the project area would occur.

Temporary Impacts

Build Alternative

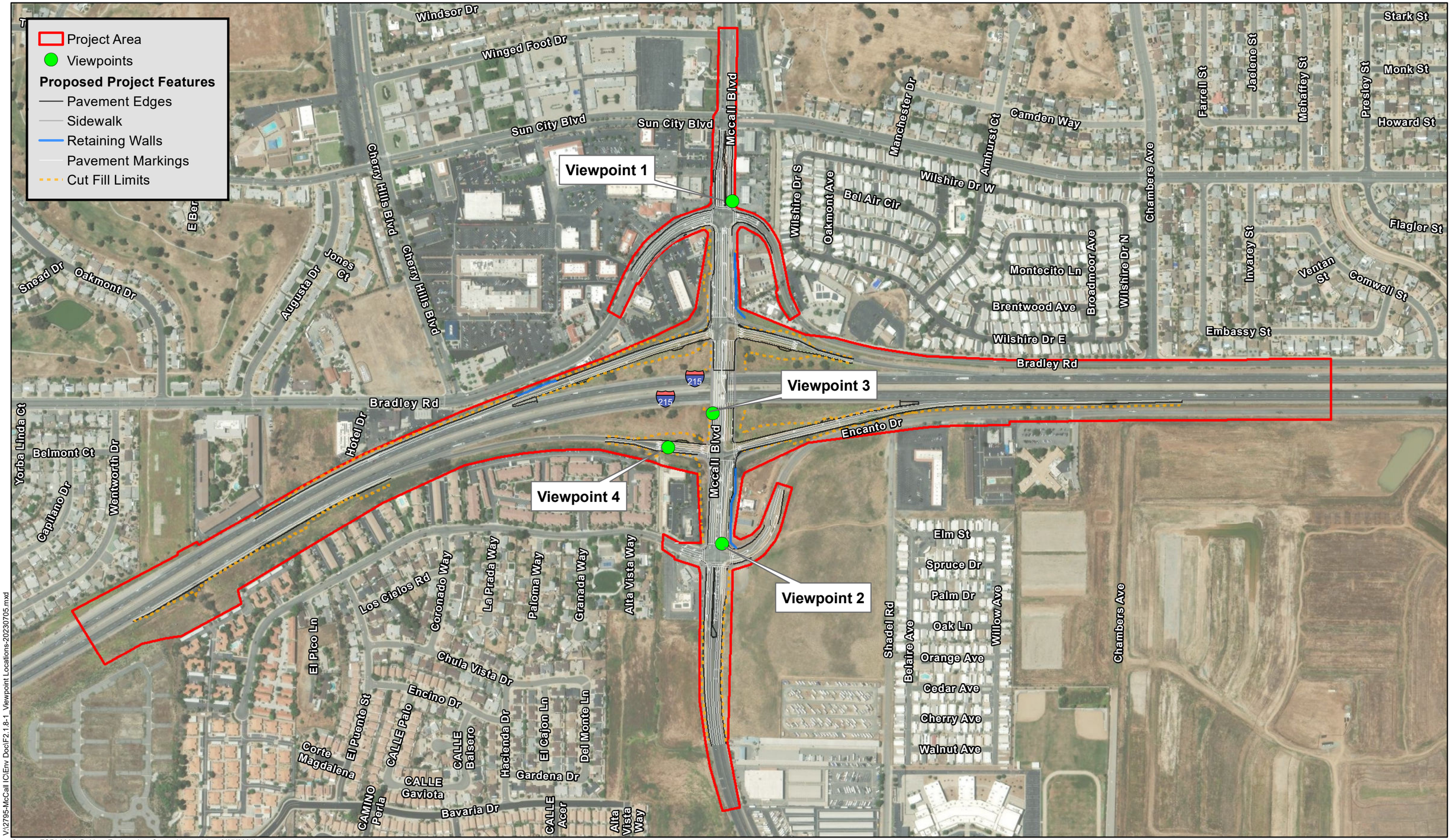
Construction is anticipated to last approximately 18 months. Temporary activities such as grading, asphalt laying, truck movement and truck shipments and other routine construction activities within project vicinity will be visible by motorists traveling along McCall Boulevard and the adjacent roadways, and from adjacent residential and business properties that operate within project vicinity. Construction-related materials, such as road-building material, staging areas, stockpiles, temporary traffic barriers, and construction equipment will be visible to these viewer groups. Areas may also be lighted during construction. Motorists and other viewer groups would experience a change in their physical view of the McCall Boulevard overcrossing; however, the change is temporary, and construction would be subject to local ordinances regarding construction time periods of lighting.

Visible short-term fugitive dust associated with construction would be reduced through the implementation of dust suppression measures outlined within South Coast Air Quality Management District (SCAQMD) Rules and Regulations, Rule 403 Fugitive Dust (SCAQMD 1976), as well as implementation of Caltrans Standard Specifications for Construction, such as Section 10 and 18 (Dust Control). Adhering to Caltrans Standard Specifications for Construction would also minimize visual impacts through the use of opaque temporary construction fencing that would be situated around construction staging areas.

The construction area would be kept neat and orderly with regards to trash. Standard special provisions regarding site maintenance will be implemented. Temporary impacts due to project construction will be short-term and would cease upon the completion of the proposed project.

No-Build Alternative

The No-Build Alternative would not result in any construction activities that could change existing views in the project area. As a result, no impacts to visual resources or aesthetics in the project area would occur.



V:\12795-McCall IC\Env Doc\F2.1.8-1_Viewpoint Locations-20230705.mxd

Source: ESRI 2021. Dokken Engineering. Created by zachl on 2/27/2025).

1 inch = 500 feet

0 500 1,000 1,500 2,000 Feet

FIGURE 2.1.7-1
Viewpoint Locations
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California



Viewpoint 1: View for motorists and pedestrians at the McCall Boulevard and Bradley Road intersection, facing east.



Viewpoint 2: View for motorists and pedestrians at the McCall Boulevard and Encanto Drive intersection, facing east.



Viewpoint 3: View of the McCall Boulevard overcrossing for motorists and pedestrians along McCall Boulevard, facing west.



Viewpoint 4: View of the McCall Boulevard overcrossing for motorists along the I-215 northbound off-ramp, facing northwest.

Avoidance, Minimization and/or Mitigation Measures

The following Avoidance and Minimization Measures to avoid or minimize visual impacts will be incorporated into the project:

VIS-1. Lighting will be appropriately shielded. The project's lighting design must be consistent with the City of Menifee and Riverside County lighting guidelines and standards.

VIS-2. All disturbed areas including staging of vehicles and equipment will be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native species.

VIS-3. Concrete surfaces will be heavily textured to discourage graffiti and minimize recurring maintenance activities associated with graffiti removal. Additionally, concrete surfaces will be aesthetically treated or stained natural colors to be more compatible with the surrounding environment.

VIS-4. As feasible, the barrier/bridge rail fence shall be powder or vinyl color coated to meet aesthetic needs and to minimize glare.

VIS-5. Dust suppression measures will be implemented as applicable from South Coast Air Quality Management District (SCAQMD) Rules and Regulations, Rule 403 Fugitive Dust and Caltrans Standard Specifications for Construction, Sections 10 and 18 (Dust Control).

2.1.8 Cultural Resources

Regulatory Setting

The term "cultural resources," as used in this document, refers to the "built environment" (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal law, cultural resources that meet certain criteria of significance are referred to as "historic properties," and "traditional cultural properties." Under state laws cultural resources that meet certain criteria of significance are referred to as "historical resources," and "tribal cultural resources." Laws and regulations dealing with cultural resources are described below.

The National Historic Preservation Act of 1966, as amended, sets forth national policy and procedures for historic properties that are, included in or eligible for listing in the National Register of Historic Places. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). Caltrans has entered into a Programmatic Agreement with FHWA, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the U.S. Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District which streamlines and delegates certain responsibilities for Section 106 compliance to Caltrans for projects with FHWA involvement. FHWA's responsibilities under the Programmatic Agreement have been further delegated to Caltrans under the NEPA Assignment Program.

The Archaeological Resources Protection Act applies when a project may involve archaeological resources located on federal or tribal land. The Archaeological Resources Protection Act requires that a permit be obtained before excavation of an archaeological resource on such land can take place.

CEQA requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as "unique" archaeological resources. Public Resources Code Section 5024.1 established the California Register of Historical Resources and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the California Register of Historical Resources and, therefore, a historical resource. In 2014, Assembly Bill 52 added the term "tribal cultural resources" to CEQA, and Assembly Bill 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources. Defined in Public Resources Code Section 21074(a), a tribal cultural resource is a California Register of Historical Resources or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource.

Public Resources Code Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the National Register of Historic Places listing criteria. It further requires Caltrans to inventory state-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register of Historic Places or are registered or eligible for registration as California Historical Landmarks. Caltrans has entered into a Memorandum of Understanding with the California State Historic Preservation Officer which streamlines and delegates certain responsibilities for Public Resources Code 5024 compliance to Caltrans for projects involving state-owned resources.

Affected Environment

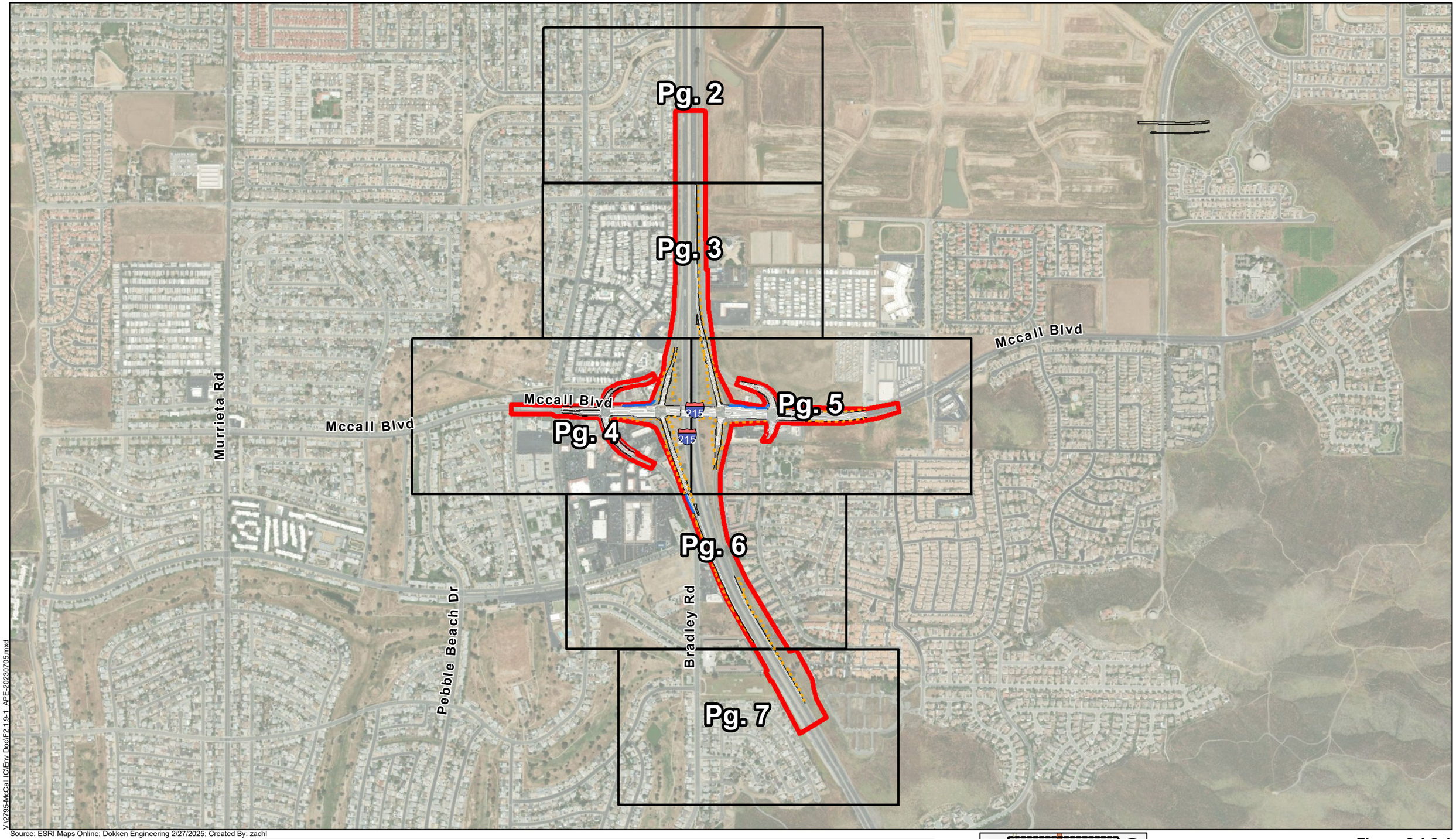
Potential cultural resources in the project area were analyzed in the March 2023 Historic Property Survey Report (HPSR). The HPSR includes an Area of Potential Effect (APE) map and an Archaeological Survey Report (ASR).

In accordance with Section 106 PA Stipulation VIII.A, the APE for the Project was established in consultation with Victoria Stosel – PQS Co-PI Prehistoric Archaeology on May 16, 2022 and Martha Santana, Project Manager, on June 7, 2022. The APE map is located on **Figure 2.1.8-1**.

The APE consists of approximately 86.1 acres (34.8 hectares). It was established as extending approximately 1.4 miles (7,000 ft.) along I-215 north and south of the existing interchange and 0.68 miles (3,600 ft.) along McCall Boulevard. All direct and indirect, permanent and temporary Project impacts would occur within the area identified within the boundary on the APE Map. The APE includes Project improvements, all cut and fill areas and necessary construction easements.

Efforts to identify potential archaeological resources in the APE include background research, a search of the Sacred Lands File by the Native American Heritage Commission (NAHC), a search of site records and survey reports on file at the Eastern Information Center (EIC) located at the University of California, Riverside, efforts to coordinate with Native American representatives, and a pedestrian surface survey.

A record search for completed surveys and previously recorded resources within the APE and a one-mile radius was requested from the EIC, University of California, Riverside on May 19, 2021. The records search identified that 11 cultural resource studies have been previously conducted within a 1-mile radius of the APE. Additionally, the record search identified 8 previously recorded archaeological sites and historic resources within a 1- mile radius of the APE. No cultural resources, archaeological resources, or historic properties were identified within the APE.



V:\2795-McCall IC\Env Doc\F2.1.9-1 APE-20230705.mxd

Source: ESRI Maps Online; Dokken Engineering 2/27/2025; Created By: zachl

1 inch = 1,000 feet

0 530 1,060 1,590 2,120 Feet

Area of Potential Effects

Proposed Project Features

Pavement Edges

Sidewalk

Pavement Markings

Retaining Walls

Cut Fill Limits

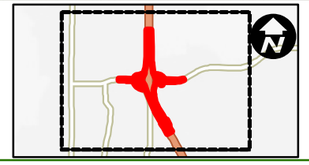
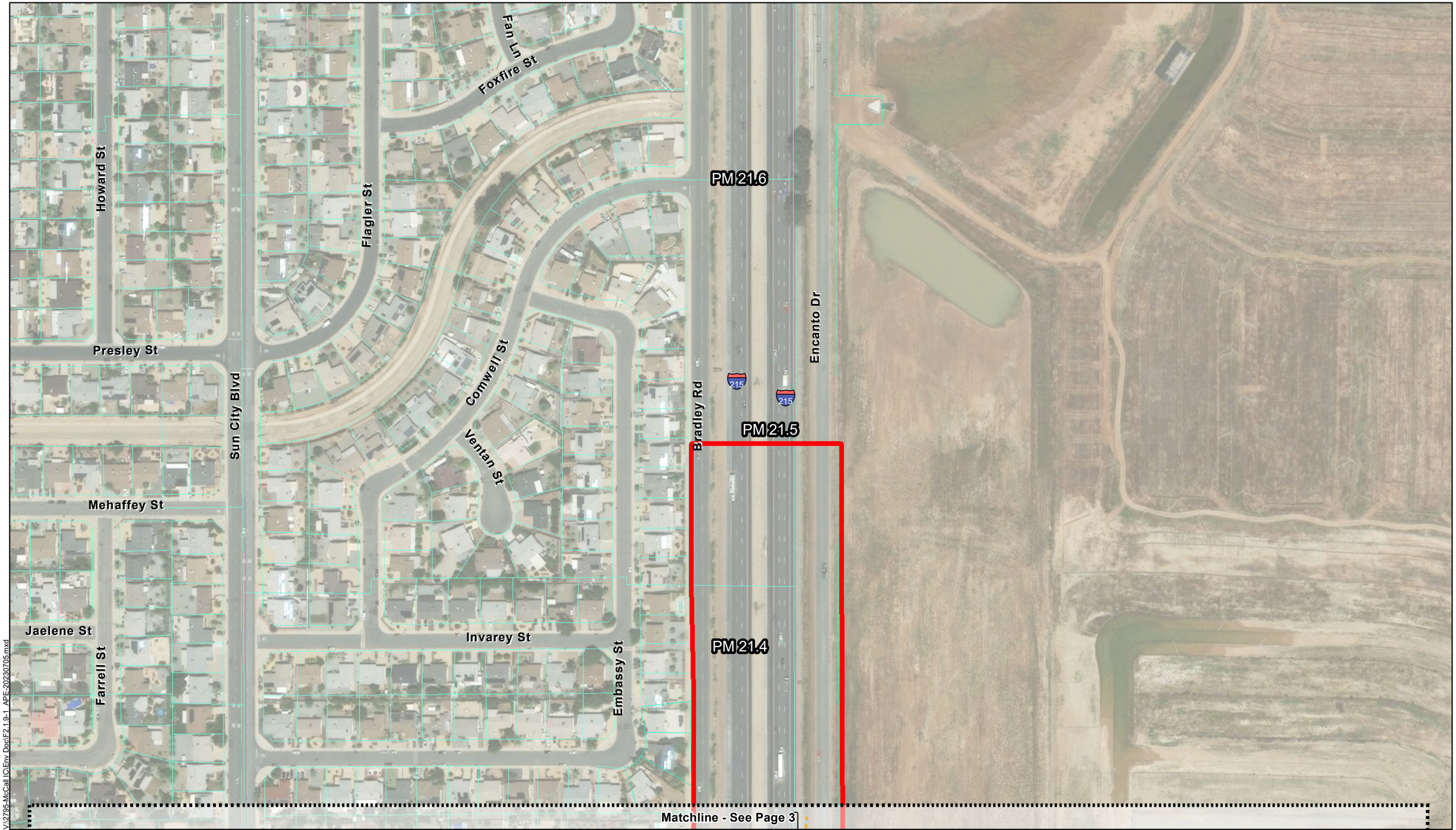


Figure 2.1.8-1
Page 1 of 7
Area of Potential Effects
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California



V:\2795-McCall IC\Env Doc\F2.1.9-1 APE-20230705.mxd

Source: ESRI Maps Online; Dokken Engineering 7/14/2025; Created By: zachl

1 inch = 200 feet

0 100 200 300 400 Feet

Area of Potential Effects

Parcels

Proposed Project Features

Pavement Edges

Sidewalk

Pavement Markings

Retaining Walls

Cut Fill Limits

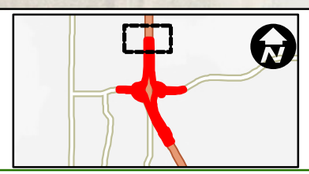
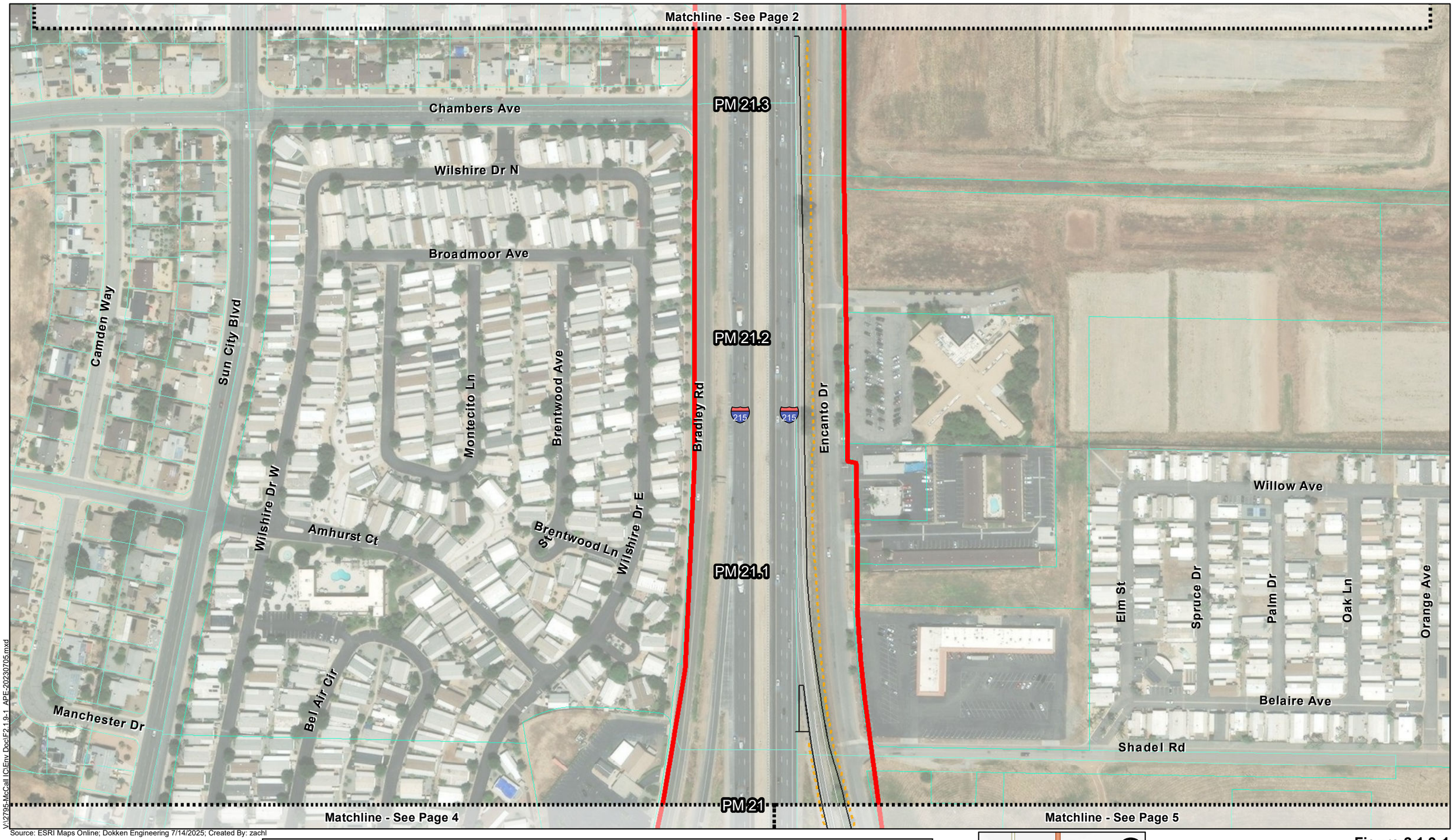


Figure 2.1.9-1
Page 2 of 7
Area of Potential Effects
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California



V:\2795-McCall IC\Env Doc\F2.1.9-1 APE-20230705.mxd

Source: ESRI Maps Online; Dokken Engineering 7/14/2025; Created By: zachl

1 inch = 200 feet

0 100 200 300 400 Feet

Area of Potential Effects

Parcels

Proposed Project Features

Pavement Edges

Sidewalk

Pavement Markings

Retaining Walls

Cut Fill Limits

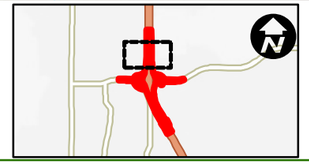
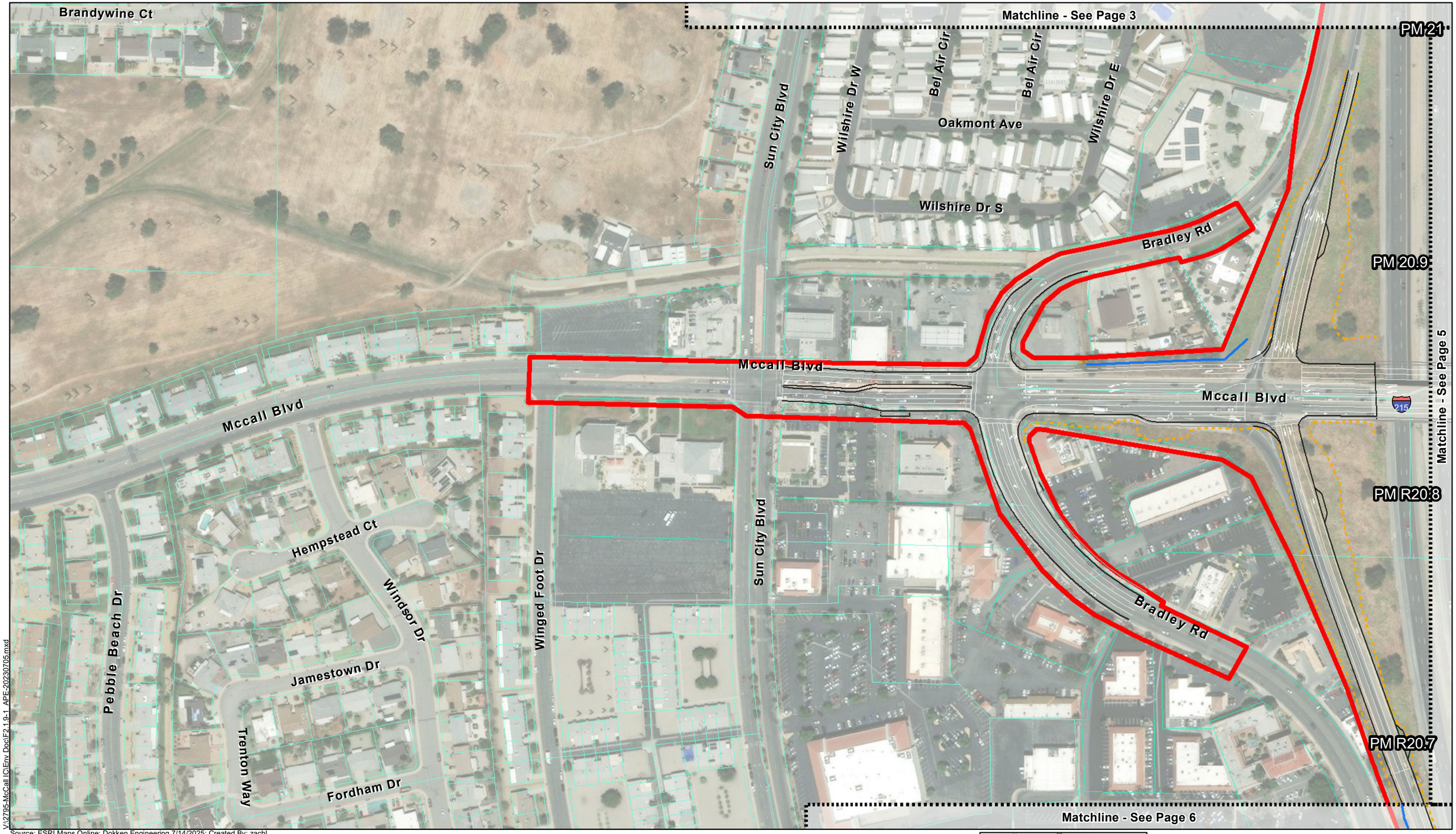


Figure 2.1.9-1
Page 3 of 7
Area of Potential Effects
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California



V:\2795-McCall IC\Env Doc\F2.1.9-1 APE-20230705.mxd

Source: ESRI Maps Online; Dokken Engineering 7/14/2025; Created By: zachl

1 inch = 200 feet

0 100 200 300 400 Feet

Area of Potential Effects

Parcels

Proposed Project Features

Pavement Edges

Sidewalk

Pavement Markings

Retaining Walls

Cut Fill Limits

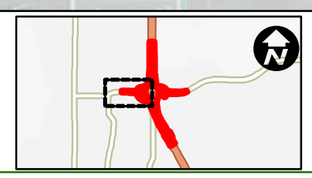
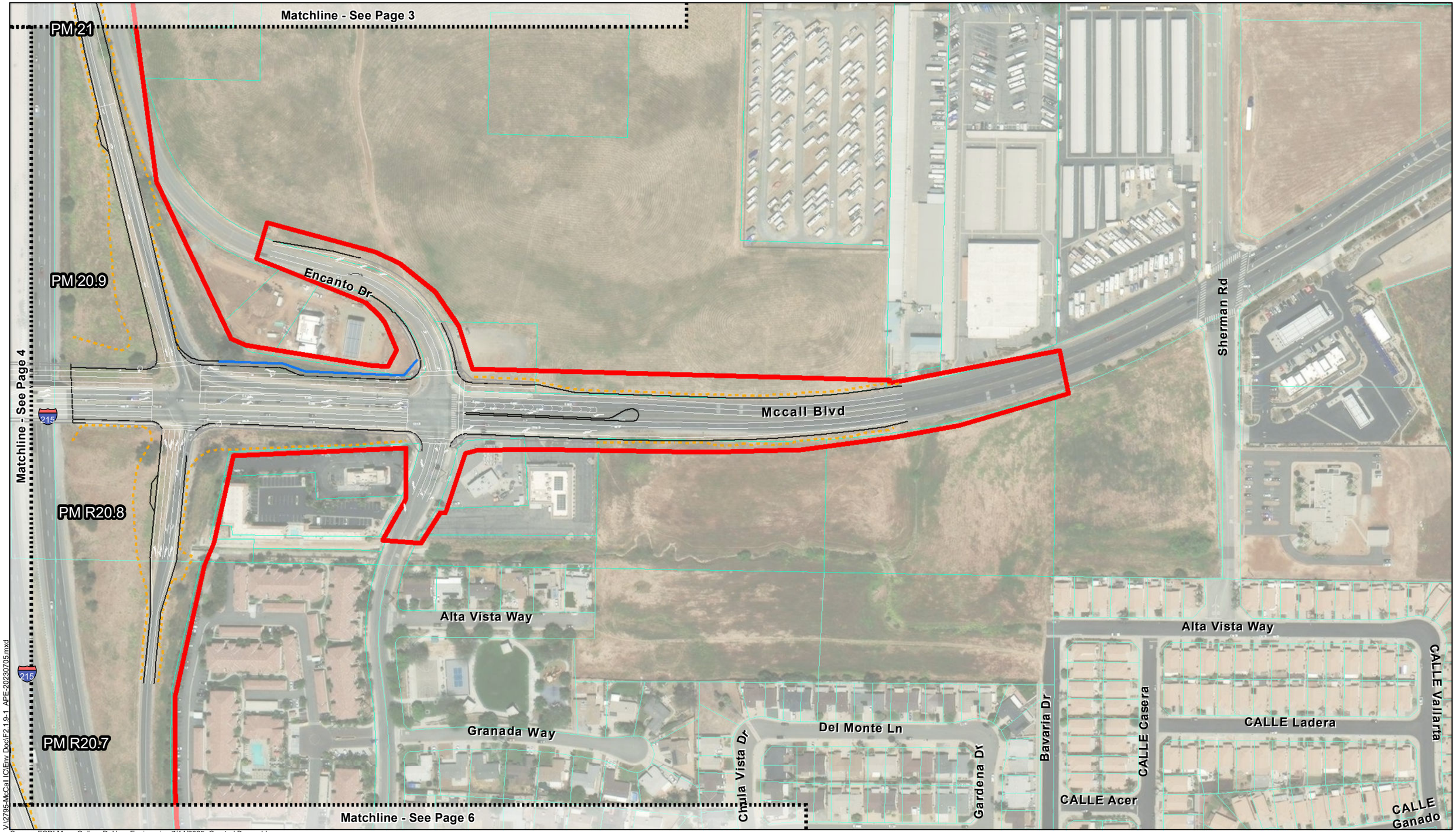


Figure 2.1.9-1
Page 4 of 7
Area of Potential Effects
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California



Source: ESRI Maps Online; Dokken Engineering 7/14/2025; Created By: zachl

1 inch = 200 feet

0 100 200 300 400 Feet

Area of Potential Effects

Parcels

Proposed Project Features

Pavement Edges

Sidewalk

Pavement Markings

Retaining Walls

Cut Fill Limits

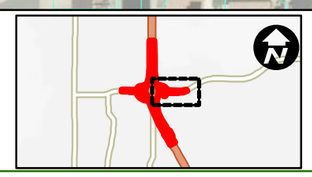
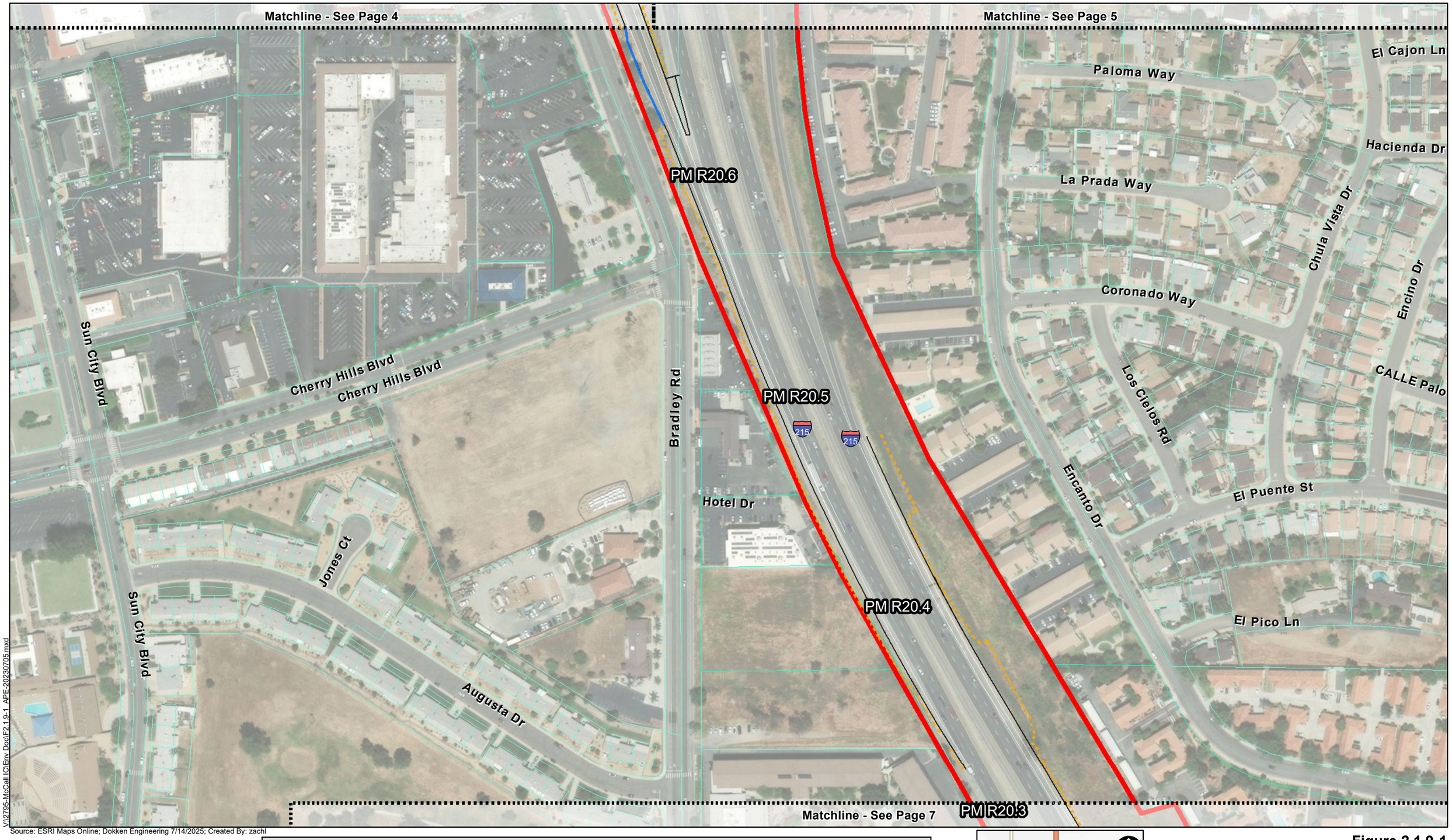


Figure 2.1.9-1
Page 5 of 7
Area of Potential Effects
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California



V:\2795-McCall II\Env Doc\F2.1.9-1 APE-20230705.mxd

Source: ESRI Maps Online; Dokken Engineering 7/14/2025; Created By: zachl

1 inch = 200 feet

0 100 200 300 400 Feet

Area of Potential Effects

Parcels

Proposed Project Features

Pavement Edges

Sidewalk

Pavement Markings

Retaining Walls

Cut Fill Limits

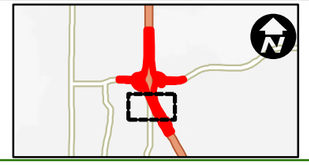


Figure 2.1.9-1
Page 6 of 7
Area of Potential Effects
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California



V:\2795-McCall IC\Env Doc\F2.1.9-1_APE-20230705.mxd

Source: ESRI Maps Online; Dokken Engineering 7/14/2025; Created By: zachl

1 inch = 200 feet

0 100 200 300 400 Feet

Area of Potential Effects

Parcels

Proposed Project Features

Pavement Edges

Sidewalk

Pavement Markings

Retaining Walls

Cut Fill Limits

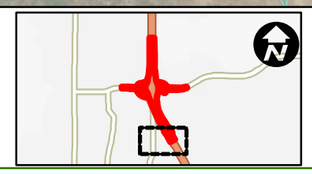


Figure 2.1.9-1
Page 7 of 7
Area of Potential Effects
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California

On May 19, 2021, a letter and map figures were sent to the NAHC requesting a review of the Sacred Lands File for any Native American cultural resources that might be affected by the project. On June 4, 2021 a letter stating that the results of the review were negative and a list of Native American contacts from tribes that might have an interest in the project was received. On August 18 and 23, 2021, initial consultation letters were mailed to the Native American tribes identified by the NAHC. For those tribes that did not reply to the letter, a second outreach of follow-up emails (or phone calls when no email was available) were sent on February 28 and March 2, 2022. A third round of outreach emails and calls were sent on May 16, 2022 to any unresponsive tribes. During this period, two tribes responded. The Agua Caliente Band of Cahuilla Indians tribe requested any cultural resource documentation related to the project and the Augustine Band of Cahuilla Mission Indians tribe requested to be notified if there are any late discovery during construction. The HPSR/ASR was sent to the Agua Caliente Band of Cahuilla Indians in August 2022; however, no response was received, and consultation is considered complete for all tribes.

A pedestrian survey was conducted by Michelle Campbell, M.A. (Archaeologist) on September 1, 2021, for the purpose of identifying and recording archaeological resources. No cultural resources were identified within or adjacent to the APE during the survey, except for McCall Boulevard, a Type 3 exempt resource per Caltrans Section 106 PA, Attachment 4, and the McCall Boulevard Overcrossing (PM R20.84, Bridge No. 56-534), a Category 5 bridge per the Caltrans Historic Bridge Inventory 2015 Update.

Environmental Consequences

Permanent Impacts

Build Alternative

Based upon the analysis performed for this proposed project, no properties requiring evaluation are present within the project APE. As assigned by FHWA, Caltrans has determined a Finding of No Historic Properties Affected, according to Section 106 PA Stipulation 1X.A and 36 CFR 800.4(d)(1), is appropriate for this undertaking. No permanent impacts to cultural resources are anticipated.

No-Build Alternative

The No-Build Alternative does not involve construction and would not result in any potential to permanently impact cultural resources.

Temporary Impacts

Build Alternative

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the Caltrans staff listed in CUL-2 so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Based upon the analysis performed for this proposed project, no properties requiring evaluation are present within the project APE. As assigned by FHWA, Caltrans has determined a Finding of No Historic Properties Affected, according to Section 106 PA Stipulation 1X.A and 36 CFR 800.4(d)(1), is appropriate for this undertaking; therefore, no temporary impacts to cultural resources are anticipated.

No-Build Alternative

The No-Build Alternative does not involve construction and would not result in any potential to temporarily impact cultural resources.

Avoidance, Minimization, and/or Mitigation Measures

The following Avoidance and Minimization Measures will be implemented in the event of the unanticipated discovery of cultural materials or human remains:

CUL-1: If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find. The Augustine Band of Cahuilla Mission Indians will be contacted in the event of any late discoveries.

CUL-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, Senior Environmental Scientist: (909) 501-5142, and Julie Scriver, Associate Environmental Planner: (909) 260-8265. Further provisions of PRC 5097.98 are to be followed as applicable.

2.2 Physical Environment

2.2.1 Water Quality and Storm Water Runoff

Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the U.S. from any point source (a discrete conveyance such as a pipe or a man-made ditch) unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System permit. This act and its amendments are known today as the Clean Water Act. The goal of the Clean Water Act is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." The following are important Clean Water Act sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.

- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request.

- Section 402 establishes the National Pollutant Discharge Elimination System, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. The State Water Resources Control Board and the Regional Water Quality Control Boards administer this permitting program in California. Section 402(p) requires permits for discharges of stormwater from industrial/construction and municipal separate storm sewer systems.

Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers. For more information, please see the Wetlands and Other Waters section.

State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. It predates the Clean Water Act and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" the definition of which is broader than the Clean Water Act definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by waste discharge requirements and may be required even when the discharge is already permitted or exempt under the Clean Water Act.

The State Water Resources Control Board and Regional Water Quality Control Boards are responsible for establishing the water quality standards (objectives and beneficial uses) required by the Clean Water Act and regulating discharges to ensure compliance with the water quality standards. In California, Regional Water Quality Control Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect those uses. In addition, the State Water Resources Control Board identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with the Clean Water Act

Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (National Pollutant Discharge Elimination System permits or waste discharge requirements), the Clean Water Act requires the establishment of Total Maximum Daily Loads. Total Maximum Daily Loads specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The State Water Resources Control Board administers water rights, sets water pollution control policy, issues water board orders on matters of statewide application, oversees water quality functions throughout the state by approving Basin Plans, Total Maximum Daily Loads, National Pollutant Discharge Elimination System permits, and regulates projects spanning more than one water board region. Regional Water Quality Control Boards are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **National Pollutant Discharge Elimination System (NPDES) Program**

  Municipal Separate Storm Sewer Systems (MS4)

  Section 402(p) of the Clean Water Act requires the issuance of National Pollutant Discharge Elimination System permits for five categories of stormwater discharges, including municipal separate storm sewer systems. A municipal separate storm sewer system is defined as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over stormwater, that is designed or used for collecting or conveying stormwater.” The State Water Resources Control Board has identified Caltrans as an owner/operator of a municipal separate storm sewer systems under federal regulations.

  To comply with the permit, Caltrans developed a statewide Stormwater Management Plan to address stormwater pollution controls related to highway planning, design, construction, and maintenance activities throughout California.

  Construction General Permit

  The State Water Board has also issued a statewide Construction General Permit that regulates stormwater discharges from construction sites that result in a disturbed soil area of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all stormwater discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the Construction General Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the Regional Water Quality Control Board. Operators of regulated construction sites are required to develop Stormwater Pollution Prevention Plans; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit. In accordance with Caltrans’ Stormwater Management Plan and Standard Specifications, a Water Pollution Control Program is necessary for projects with a disturbed soil area less than one acre.

Regional and Local Requirements:

Regional Requirements

The antidegradation directives of Section 13000 of the Water Code and State Water Board Resolution No. 68-16 ("Statement of Policy With Respect to Maintaining High Quality Waters in California") require that high quality waters of the State shall be maintained "consistent with the maximum benefit to the people of the State." The Regional Water Board applies these directives when issuing a permit, or in an equivalent process, regarding any discharge of waste which may affect the quality of surface or ground waters in the region.

Implementation of this policy to prevent or minimize surface and ground water degradation is a high priority for the Board. In nearly all cases, preventing pollution before it happens is much more cost-effective than cleaning up pollution after it has occurred. Once degraded, surface water is often difficult to clean up when it has passed downstream. Likewise, cleanup of ground water is costly and lengthy due, in part, to its relatively low assimilative capacity and inaccessibility. The prevention of degradation is, therefore, an important strategy to meet the policy's objectives.

The Regional Water Board will apply Resolution No. 68-16 in considering whether to allow a certain degree of degradation to occur or remain. In conducting this type of analysis, the Regional Water Board will evaluate the nature of any proposed discharge, existing discharge, or material change therein, that could affect the quality of waters within the region. Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

Pursuant to this policy, a Report of Waste Discharge, or any other similar technical report required by the Board pursuant to Water Code Section 13267, must include information regarding the nature and extent of the discharge and the potential for the discharge to affect surface or ground water quality in the region. This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives. The extent of information necessary will depend on the specific conditions of the discharge. For example, use of best professional judgment and limited available information may be sufficient to determine that ground or surface water will not be degraded. In addition, the discharger must identify treatment or control measures to be taken to minimize or prevent water quality degradation.

Santa Ana River Basin Water Quality Control Plan

The 1995 Water Quality Control Plan for the Santa Ana River Basin (Region 8) was updated in February 2008, June 2011, and February 2016. The Basin Plan for the Santa Ana Region consists of the water quality goals and policies, descriptions of conditions, and discussions of solutions. It is also the basis for the Regional Board’s regulatory programs. The Basin Plan establishes water quality standards for the ground and surface waters of the region. The term “water quality standards,” as used in the federal Clean Water Act, includes both the beneficial uses of specific waterbodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions by the Regional Board and others that are necessary to achieve and maintain the water quality standards.

The Regional Board regulates waste discharges to minimize and control their effects on the quality of the region’s ground and surface water. Permits are issued under a number of programs

and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means.

Water quality problems in the region are listed in the Basin Plan, along with the causes, where they are known. For waterbodies with quality below the levels necessary to allow all the beneficial uses of the water to be met, plans for improving water quality are included.

In some cases, it has been necessary for the Regional Board to completely prohibit the discharge of certain materials. Some types of discharges are prohibited in specific areas. Details on these prohibitions also appear in the Basin Plan.

Affected Environment

The proposed Project is within the designated Perris Hydrologic Area (HA), which is within the San Jacinto Valley Hydrologic Unit (HU) (Caltrans, 2021).

The Sun City channel, a concrete lined regional flood control facility, traverses the Project area at three locations: the northbound I-215 off-ramp, the intersection of the southbound I-215 on- and off-ramps and McCall Boulevard, and at Bradley Road to the north of McCall Boulevard. The Sun City channel is a tributary to Salt Creek and eventually Canyon Lake, and thus qualifies as a water of the U.S and state. The Sun City channel at the project site contains little to no vegetation. Additionally, the Project is located within the San Jacinto River Watershed, which is listed as a Total Maximum Daily Load (TMDL) Watershed.

Environmental Consequences

Permanent Water Quality Impacts

Build Alternative

Drainage in the Project area is collected by various storm drain facilities and conveyed to the Sun City Channel, a regional flood control facility operated and maintained by the Riverside County Flood Control and Water Conservation District. The channel conveys flow from east to west and traverses under I-215 via a reinforced concrete box culvert, which is currently at capacity and has a history of flooding in the Avila Apartment Homes community. The interchange Project is anticipated to utilize existing storm drain facilities; however, due to the increase the impervious surfaces in the area by approximately 2.8 acres, the Project may attenuate additional runoff tributary to the Sun City Channel/ reinforced concrete box culvert through the use of detention/retention basins within the interchange.

The Project will comply with Permit Order No. R8-2010-0033 for the local jurisdiction as well as Order No. 2022-0033-DWQ for the areas within Caltrans right of way. Based on the guidance provided by Caltrans' Project Planning and Design Guide and Riverside County's LID Guidance for Transportation Projects, appropriate treatment Best Management Practices (BMPs) for the Project site, such as bioswales and infiltration or detention basins will be identified.

At no time (during construction or after construction), for any work outside the State right of way, shall untreated storm water discharge onto I-215. If water is discharged into the State right of way, water must be treated.

The reconstruction of the interstate and the widening of McCall Boulevard would increase impervious surface area by approximately 2.8 acres within the Project area and would contribute to an increase of storm water runoff from the roadways surface that could enter the drainage

system. However, with implementation of measures **WQ-1** through **WQ-4**, which includes permanent treatment control Best Management Practices (BMPs), permanent impacts to the physical/chemical, biological, or human use characteristics of the aquatic environment are not anticipated.

No-Build Alternative

Under the No-Build Alternative, no improvements within the project area would be made other than routine maintenance. Therefore, no permanent water quality impacts would be expected to occur.

Temporary Water Quality Impacts (Construction)

Build Alternative

Construction activities associated with the Project would include disturbances to the ground surface from earthwork, including excavation. Materials used during construction of the Project (e.g., concrete curing compounds) could have chemicals that are potentially harmful to water quality. Accidents or improper use of these materials could result in the release of contaminants into the environment. Such potential short-term impacts would be avoided and minimized through measure **WQ-1** through **WQ-3**. Additionally, oil and other petroleum products used to maintain and operate construction equipment could be accidentally released. However, such potential short-term impacts would be avoided and minimized through the use of standard BMPs to avoid or minimize the release of pollutants, including chemical toxins, into the environment during construction. Construction areas would be protected to prevent items from entering the waterway.

Groundwater is not expected to be encountered during project construction. No temporary impacts to groundwater or groundwater quality are anticipated.

No-Build Alternative

The No-Build Alternative does not involve construction and would not result in any potential to temporarily impact water quality.

Avoidance, Minimization, and/or Mitigation Measures

The following Avoidance and Minimization Measures will be implemented ensure water quality is protected during and after construction.

WQ-1: BMPs will be incorporated into Project design and Project management to minimize impacts on the environment including the release of pollutants (oils, fuels, etc.):

- The area of construction and disturbance would be limited to as small an area as feasible to reduce erosion and sedimentation.
- Measures would be implemented during land-disturbing activities to reduce erosion and sedimentation. These measures may include mulches, soil binders and erosion control blankets, silt fencing, fiber rolls, temporary berms, sediment desilting basins, sediment traps, and check dams.
- Existing vegetation would be protected where feasible to reduce erosion and sedimentation. Vegetation would be preserved by installing temporary fencing, or other protection devices, around areas to be protected.
- Exposed soils would be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events.

- Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the Project site caused by wind and construction activities such as traffic and grading activities.
- All construction roadway areas would be properly protected to prevent excess erosion, sedimentation, and water pollution.
- All vehicle and equipment maintenance procedures would be conducted off-site.
- All concrete curing activities would be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly.
- All construction materials, vehicles, stockpiles, and staging areas would be situated outside of the stream channel as feasible. All stockpiles would be covered, as feasible.
- Energy dissipaters and erosion control pads would be provided at the bottom of slope drains. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures would also be implemented.
- All erosion control measures and storm water control measures would be properly maintained until the site has returned to a pre-construction state.
- All disturbed areas would be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species.
- All construction materials would be hauled off-site after completion of construction.

WQ-2: Any requirements for additional avoidance, minimization, and/or mitigation measures will be adhered to from all required regulatory agencies.

WQ-3: The construction contractor will adhere to the SWRCB Order No. 2022-0033-DWQ NPDES No. CAS000003 and 2022-0057-DWQ No. CAS000002 and amendments to this Order. This is required for short-term construction related water quality impacts. As part of this Permit requirement, a SWPPP or Water Pollution Control Plan (if ground disturbance is less than 1 acre) will be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP/Water Pollution Control Plan will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.

WQ-4: Storm water systems will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources.

2.2.2 Geology/Soils/Seismic/Topography

Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.” Topographic and geologic features are also protected under CEQA.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using Caltrans’ Seismic Design Criteria. The Seismic Design Criteria provides the minimum seismic requirements for highway bridges designed in California. A bridge’s

category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities.

Affected Environment

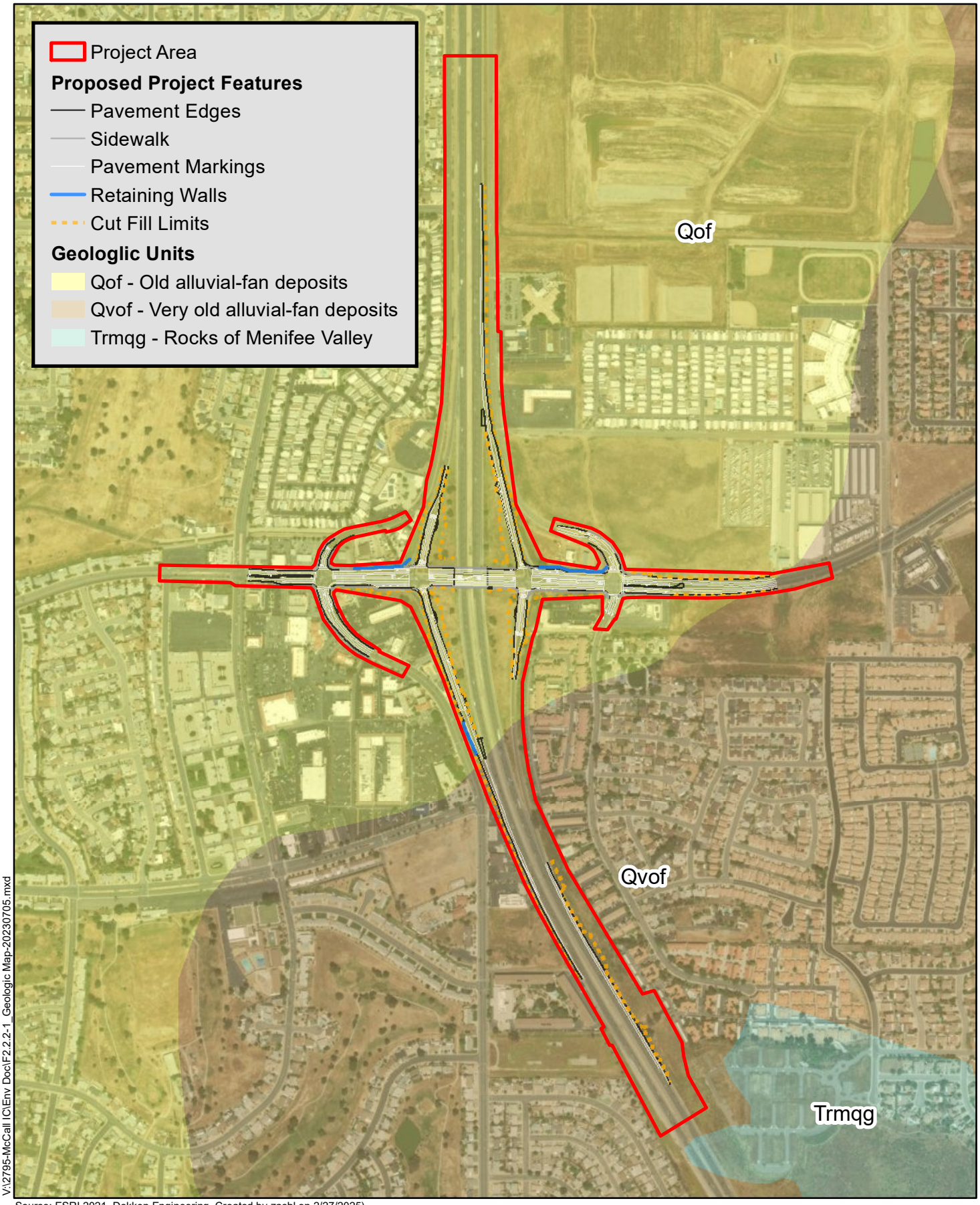
A Preliminary Geotechnical Design Report (GDR) was prepared in January 2022 and presents the results of a preliminary geotechnical study for the proposed project. The project study area is situated between the Menifee and Perris Valleys, within the Peninsular Ranges geomorphic province, between two bedrock highlands, which separate the Valleys and tributary channels of Salt Creek and San Jacinto River, respectively. A *Regional Geologic Map* is presented as **Figure 2.2.2-1**. On a regional scale, the project site and immediate surrounding area are underlain by late to middle Pleistocene-age, old alluvial fan deposits (Qof) as mapped by Douglas M. Morton (*Geologic Map of the Romoland 7.5' Quadrangle, Riverside County, California, 2003*). The depth to regional bedrock across the site alignments is expected to be greater than approximately 30 feet below existing grade and would not adversely impact the design or construction of planned improvements.

The existing freeway corridor and associated roadways were graded through cut and fill operations. The general geology of the project site consists of artificial fill (af) overlying old alluvial fan deposits (Qof), where the fill soils were placed during previous site grading and the associated construction of the McCall Boulevard overcrossing, roadways, and utility improvements. Existing embankment slopes are approximately 2:1 (horizontal:vertical) and flatter.

Based on field reconnaissance and a review of the Geologic Map of the Romoland 7.5' Quadrangle, Riverside County, California (Morton, 2003), the California Geologic Survey (CGS) Fault Activity Map of California GIS system, and the Riverside County, Map My County GIS system (Version 10), the bridge site is not located within an Alquist-Priolo Earthquake Study Zone, as established by the State Geologist around known active faults, nor are there unzoned active fault traces through or within 1,000 feet of the project site.

According to the Riverside County, *Map My County* GIS system (Version 10), the project site is located within an area mapped as having a potential for liquefaction and is located within an area mapped as being susceptible to subsidence.

No other geologic hazards or geotechnical concerns (such as scour, adverse geologic structures, naturally occurring asbestos, snow avalanches, mineral resources, petrology, tsunamis/seiches, and geothermal activity) have been identified at the project site at this time.



V:\2795-McCall IC\Env Doc\F2.2.2-1_Geologic Map-20230705.mxd

Source: ESRI 2021. Dokken Engineering. Created by zachl on 2/27/2025).

1 inch = 833 feet

0 500 1,000 1,500 2,000 Feet

FIGURE 2.2.2-1
Regional Geologic Map
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California

Environmental Consequences

Permanent Impacts

Build Alternative

As mentioned above, the project is not located within an Alquist-Priolo Earthquake Zone and there are no unzoned active fault traces through or within 1000 feet of the project area. Thus, the potential for surface fault rupture is not expected to impact the site. Additionally, due to the relatively dense underlying old alluvial fan deposits and the relatively large area subsidence occurs over, the potential for ground subsidence to affect the bridge site is not a design consideration. Landslides also are not known to exist at or near to the site and are therefore not a design consideration for the site.

Based on information provided by available as-built plans and documents, lack of shallow groundwater, and relatively dense artificial fill and old alluvial fan deposits underlying the site are expected; therefore, liquefaction and liquefaction-induced lateral spreading across the project site are not anticipated to be a design consideration. However, since the Preliminary GDR cannot definitively preclude the potential for liquefaction and liquefaction-induced lateral spreading across the project site, additional information is required. Further evaluation of liquefaction and liquefaction-induced lateral spreading will occur in the GDR prepared during final design, following the associated field investigation and laboratory testing.

The proposed project will be designed in accordance with design and construction requirements of the Caltrans Highway Design Manual, Caltrans Design Specifications, and applicable seismic standards. Structures would be designed according to recommended seismic values as defined by the California Building Code 2007. Additionally, a majority of the project area is paved and disturbed areas would be restored to pre-construction contours and revegetated (**WQ-1**). Due to required design specifications and permanent BMPs implemented after construction, it is not anticipated that the public will be exposed to potential geologic hazards during operation of the project.

No-Build Alternative

Under the No-Build Alternative, no construction or disturbance of existing soils would occur. Therefore, no permanent impacts to geology/soils/ seismic/topography resources are anticipated.

Temporary Impacts

Build Alternative

During construction activities excavated soil would be exposed, and there would be an increased potential for soil erosion compared to existing conditions. With the implementation of **WQ-1**, substantial soil erosion or loss of topsoil is not anticipated. Additionally, all earthwork associated with the proposed project will be performed in accordance with the current Caltrans Standard Specifications. Potential exposure of construction workers to geologic hazards is not anticipated.

No-Build Alternative

Under the No-Build Alternative, no construction of new bridge structures or disturbance of existing soils would occur. Therefore, no temporary impacts related to geology, soils, seismicity, or topography resources are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures for Geology/Soils/Seismic/Topography are required.

2.2.3 Paleontology

Regulatory Setting

Paleontology is a natural science focused on the study of ancient animal and plant life as it is preserved in the geologic record as fossils.

A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized projects.

Under California law, paleontological resources are protected by CEQA.

Affected Environment

A combined Paleontological Identification Report and Paleontological Evaluation Report was prepared in February 2023 to assess the potential for impacting fossil resources for the proposed project.

The project surface is mapped as early to middle Pleistocene very old alluvial fan sediments deposited between 2.6 million to 129,000 years ago, and middle to late Pleistocene old alluvial fan sediments deposited between 774,000 to 11,700 years ago (see **Figure 2.2.2-1**). Artificial fill was noted within the project area during the survey.

In assessing the sediment's potential to produce fossils, artificial fill is assigned no potential. Locally, Pleistocene fossils typically begin appearing about eight to ten feet deep in the valleys, although rarely fossils will occur at shallower depths. Shallower sediments in the valleys usually do not contain the remains of extinct animals, although Holocene (less than 11,700 years old) remains may be present. Based on fossils recovered nearby, impacts less than five feet below the original ground surface into both the very old and old alluvial fans are assigned a low sensitivity. If this project was within or adjacent to one of the drainages, deeper alluvial fan deposits would be assigned a high sensitivity, however the low potential for burial precludes that. As such, the deeper deposits are currently assigned a low potential for fossils.

Environmental Consequences

Build Alternative

The project surface is mapped as early to middle Pleistocene very old alluvial fan, and middle to late Pleistocene old alluvial fan deposits. Artificial fill was also observed during the survey.

Water or other means of burial is critical to the preservation of fossils. Without burial, bones weather away typically in less than 50 years. The local topography and known Pleistocene drainages of the area play into the potential for preservation and it is rare to find them outside of these drainages. However, this project is blocked from drainages off the San Jacinto Mountains to the east and the San Timoteo Highlands to the north. Additionally, the hill to the east of the project minimizes the chance of quick burial.

Expected disturbance depths associated with mass excavation-type ground disturbing activities during construction of the project are summarized below:

- Roadway cuts - 2-4' with a maximum of 7' at any detention basins.
- Drainage cuts will be roughly 8' deep.
- Max footing depth for retaining walls would be about 6'.
- Excavation at the abutments will be approximately 15' maximum from the top of grade (all imported fill from original bridge construction).
- The bent excavation will be no deeper than 7'.
- The bridge footing excavation/driven piles will be approximately 40' deep.

Augering, potholing, and pile driving activities will not require monitoring. While such activities may result in fossil fragments being brought to the surface, any specimens produced in this manner will lack needed context such as depth/elevation, formation identification, and other data critical to scientific significance. No mitigation is recommended for these or other excavation activities that will not allow the context of the fossil to be observed. **PAL-1** will be implemented during construction in the event of an unanticipated discovery of a paleontological resource. Impacts to paleontological resources are not anticipated.

No-Build Alternative

Under the No-Build Alternative, no construction would occur so there would be no potential for temporary or permanent impacts to paleontological resources.

Avoidance, Minimization, and/or Mitigation Measures

The following Avoidance and Minimization Measures will be implemented in the event of the unanticipated discovery of paleontological resources:

PAL-1: If unanticipated discoveries of paleontological resources occur during project construction, all work within 25 feet of the discovery must cease and the find must be protected in place until it can be evaluated by a qualified paleontologist. Work may resume immediately outside of the 25-foot radius.

2.2.4 Hazardous Waste/Materials

Regulatory Setting

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 and the Resource Conservation and Recovery Act of 1976. The purpose of the Comprehensive Environmental Response, Compensation and Liability Act, often referred to as "Superfund," is to identify and cleanup abandoned contaminated sites so that public health and welfare are not compromised. The Resource Conservation and Recovery Act provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act

- Occupational Safety and Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Executive Order 12088 *Federal Compliance with Pollution Control Standards*

Section 121(d) of the Comprehensive Environmental Response, Compensation and Liability Act requires that remedial action plans include consideration of more stringent state environmental "Applicable or Relevant and Appropriate Requirements." The 1990 National Oil and Hazardous Substances Pollution Contingency Plan also requires compliance with Applicable or Relevant and Appropriate Requirements during remedial actions and during removal actions to the extent practicable. As a result, state laws pertaining to hazardous waste management and cleanup of contamination are also pertinent.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement the Resource Conservation and Recovery Act in the state. The Porter-Cologne Water Quality Control Act restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Affected Environment

On September 2021, a Hazardous Waste Initial Site Assessment (ISA) was prepared, and an Addendum was prepared November 2024. The Hazardous Waste ISA analyzed whether construction of the proposed project could be affected by any recorded or visible hazardous waste problems and recommended any additional work or testing that may be needed. The following is a summary of the efforts performed to identify hazards and hazardous waste:

- Completed an Environmental Data Resources records database search to obtain a listing of properties or known incidents shown on federal and state databases for hazardous waste sites within the project area.
- Conducted a site visit to identify any visible exterior areas of potential contamination that might impact the proposed project implementation.
- Reviewed historical aerial photographs of the subject site and surrounding areas to visually identify previous land uses.

Database Review

A search of environmental records was performed by Environmental Data Resources (EDR), Incorporated. EDR searched Federal, State, and local databases for the Site and surrounding areas.

The Site is not listed in any of the databases searched by EDR. However, approximately 35 properties within 1/8 mile of the Site are listed on one or more non-release-related databases and therefore are unlikely to have caused a Recognized Environmental Condition (REC) at the Site.

Ten properties within 1/8 mile of the Site are listed on one or more release-related databases. The following is a list of the facilities within 1/8 mile of the Site that are listed on one or more release-related databases. Locations of the facilities, as provided by EDR, are shown on the Site Plan, see **Figure 2.2.4-1** below.

- Alton road/Dump
- 26820 McCall Boulevard (Former Shell Station)
- 27830 Bradley Road
- 27180 McCall Boulevard (Former Unocal Station)
- 27181 McCall Boulevard (Valero Station)
- 26771 McCall Boulevard (Former Sun City Station)
- 26730 McCall Boulevard (76 Station)
- 26980 Cherry Hills Boulevard (Chevron #9-2959, Union Oil Service Station #500, UnoCal #5000)
- 28200 Bradley Road (Bradley Auto Center)

Information available on GeoTracker as well as the California Department of Toxic Substances Control (DTSC) EnviroStor webpage (http://www.envirostor.dtsc.ca.gov/public/) was reviewed for information regarding documented environmental assessment and cleanup at the Site and/or properties/facilities within 1/4 mile of the Site. No additional information pertaining to the Site or offsite properties/facilities within 1/4 mile of the Site is available on GeoTracker or EnviroStor. The following is a list of the properties or facilities provided by GeoTracker.

- Shell #26730 – 26730 McCall Avenue
- Chevron #9-2959 – 26980 McCall Boulevard
- Sun City SoCo – 2671 McCall Boulevard
- Mobil #18-FNW – 26820 McCall Boulevard
- Unocal #5597 – 27180 McCall Boulevard
- Texaco Sun City – 27181 McCall Boulevard
- Unocal #5000 – 26980 Cherry Hills Boulevard
- Bradley Auto Center – 28200 Bradley Road

As shown above, there are a number of former or current gas station facilities adjacent to the project with reported releases. Since these releases have been addressed to the satisfaction of the regulatory oversight agency such that no further action is required, but that residual concentrations of petroleum hydrocarbons may still be present in soil and groundwater, these facilities are considered to be Historical Recognized Environmental Conditions (HRECs) with respect to the project. Based on the location and depth of the contamination at these facilities and the understanding that the scope of the project includes shallow earthwork to facilitate new paving sections, further evaluation of these facilities is unwarranted at this time.

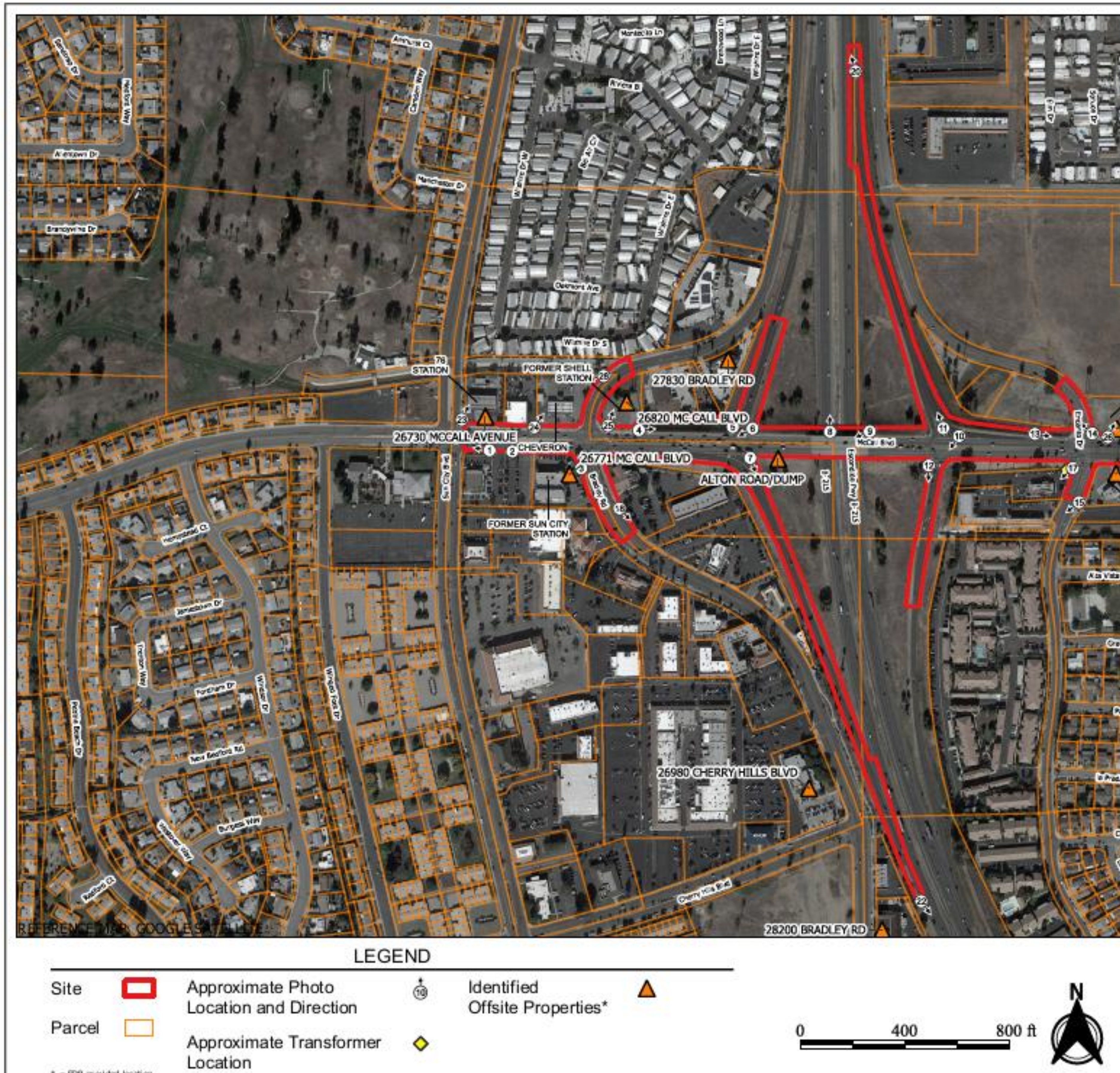


Figure 2.2.4-1
EDR Search Results
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700K)
City of Menifee, Riverside County, California

Environmentally Recognized Conditions

Conclusions of the Hazardous Waste ISA are listed below:

- Historical records indicate the I-215 and McCall Boulevard Interchange has been a thoroughfare in the region since at least the late 1900s, which includes use during periods when lead was an ingredient in gasoline. Aerially deposited lead (ADL) therefore, is potentially present in soil within the project limits. Additionally, historical records indicate crops were present within the project area and adjoining and adjacent properties from sometime prior to 1938 until sometime between 1961 and 1967. Pesticides may have been applied to the crops, and if so, then pesticides and associated metals such as arsenic and lead may be present in shallow soil beneath the project area. However, subsequent grading of the project area could have affected the distribution and concentration of pesticides and metals in soil (if any). Pesticides, therefore, are potentially present in soil within the project limits. In February 2022, Geocon prepared a Preliminary Site Investigation Report to evaluate the potential presence of ADL and persistent pesticides and herbicides. Results of the report are discussed in the Environmental Consequences section below.
- There are a number of former or current gas station facilities adjacent to the project with reported releases. Since these releases have been addressed to the satisfaction of the regulatory oversight agency such that no further action is required, but that residual concentrations of petroleum hydrocarbons may still be present in soil and groundwater, these facilities are considered to be HRECs with respect to the project. Based on the location and depth of the contamination at these facilities and the understanding that the scope of the project includes shallow earthwork to facilitate new paving sections, further evaluation of these facilities is unwarranted at this time.
- There is a potential for asbestos-containing material (ACM) and Lead Containing Paint (LCP) to be present within or on the existing bridge structure. In January 2022, Geocon prepared an Asbestos and Lead Containing Paint Survey Report to assess the presence and quantity of asbestos and deteriorated LCP at the project site. Results of the report are discussed in the Environmental Consequences section below.
- Pad-mounted transformers observed within the project limits have the potential to contain fluids that contain polychlorinated biphenyls (PCBs).
- Relocation or replacement of guard rails, power poles, and roadside signs on wooden posts may generate treated wood waste if the wooden posts are unable to be reused. It is recommended that treated wood waste generated for this project be managed during construction under project standard special provisions.

Environmental Consequences

Permanent Impacts

Build Alternative

Impacts associated with hazardous materials or hazardous waste are limited to the construction phase of the project. Permanent impacts (direct or indirect) related to hazardous materials are not anticipated as a result of the Build Alternative since operation of the project would not generate hazardous waste.

No-Build Alternative

The No-Build Alternative proposed no construction of transportation improvements in the project area. Therefore, the No-Build Alternative would result in no permanent impacts related to hazardous waste.

Temporary Impacts

Build Alternative

Site reconnaissance for the Hazardous Waste ISA was performed on August 31, 2021, to observe site features and conditions. The Site and surrounding properties were observed from public thoroughfares and adjacent properties. No evidence of surficial hazardous waste or materials (e.g., odors, pools of liquid, drums, containers of hazardous substances or petroleum products, unidentified substance containers, pits, ponds, lagoons, stained soil or pavement, or stressed vegetation) was observed within or on properties adjacent to the project area during the site survey. The following sections discuss the presence of known or suspected hazardous materials within the project area. Subsequent reports and surveys are included if relevant.

Aerially Deposited Lead (ADL)

Aerially deposited lead (ADL) from the historical use of leaded gasoline exists along roadways throughout California. There is the likely presence of soils with elevated concentrations of lead as a result of ADL on the state highway system right-of-way within the limits of the project alternatives. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, ADL Agreement between Caltrans and the California DTSC. This ADL Agreement allows such soils to be safely reused within the project limits as long as all requirements of the ADL Agreement are met.

In February 2022, Geocon prepared a Preliminary Site Investigation Report to evaluate the potential presence of ADL. In December 2021, Geocon performed excavations, in accordance with the DTSC Agreement, at various locations throughout the project area. A total of 91 soil samples were collected from the hand-auger borings at depth intervals of 0 to 0.5 foot, 1.0 to 1.5 feet, and 2.5 to 3.0 feet.

According to lab results, soils generated from excavations within the project area that extend to a depth of 1.5 feet or deeper are considered as “non-regulated” since the weighted average total lead concentration is less than 80 mg/kg and the predicted Waste Extraction Test (WET) soluble lead concentration is less than 5.0 mg/l. Soils that extend to a depth of 1.5 feet or deeper are suitable for onsite reuse or offsite disposal without restriction with respect to lead content.

Soil generated from excavations between 1.5 or shallower in depth would be considered as Type “Com” and may be reused within Caltrans Right-of-way (ROW) with no cover requirement since the weighted average total lead concentration is greater than 80 mg/kg and less than 320 mg/kg and the predicted WET soluble lead concentration is less than 5.0 mg/l. Excess soils (between 1.5 or shallower in depth) may be disposed of at an appropriately permitted California Class II or California Class III disposal facility, or reused on a commercial/industrial property by submitting to DTSC a completed agreement between a contractor and a real property owner for disposing of construction-related material on property owner’s property (**HAZ-1**). With implementation of **HAZ-1**, hazardous waste impacts related to ADL are not anticipated.

Pesticides and Herbicides

The Hazardous Waste ISA concluded that pesticides are potentially present in soil within the project limits since historical records indicate crops were present on the Site and adjoining and adjacent properties from sometime prior to 1938 until sometime between 1961 and 1967. In February 2022, Geocon prepared a Preliminary Site Investigation Report to evaluate the potential presence of pesticides and herbicides. Analytical results for pesticides and herbicides were compared to the DTSC Human Health Risk Assessment Note 3 Screening Levels, updated June 2020 (DTSC-SLs).

The concentrations of 1,1-Dichloro-2,2-bis(p-chlorophenyl) ethylene (DDE) and dichlorodiphenyltrichloroethane (DDT) reported in the soil samples are below the respective DTSC-SLs of 2,000 and 1,900 µg/kg.

Based on the reported concentrations being below the current health risk based screening levels it appears that handling of the soil will not present an incremental health risk to onsite workers with respect to pesticides or herbicide content.

The reported concentrations of DDE and DDT are less than their respective total threshold limit concentration, less than ten times their respective soluble threshold limit concentration, and less than 20 times their respective Toxicity Characteristic Leaching Procedure. Based on the analytical results it does not appear that excess soil generated during grading would be classified as a hazardous waste based on pesticide content.

However, disposal of pesticide-containing soil may also be regulated by disposal facility permit and acceptance criteria. It is also advised that some municipal landfills have a zero tolerance policy with respect to pesticide content.

Asbestos Containing Material and Lead Containing Paint

The Hazardous Waste ISA concluded that there is a potential for ACM and LCP to be present within or on the existing bridge structure. In January 2022, Geocon prepared an Asbestos and Lead Containing Paint Survey Report. The survey was completed on December 11, 2021.

Suspect ACM was grouped at the project site into homogenous areas with representative samples randomly collected from each. Twenty-three bulk asbestos samples representing seven suspect materials were collected. Chrysotile asbestos at concentrations of 50 to 60% was detected in a sample representing approximately 30 square feet of nonfriable sheet packing used as barrier rail shims on the bridge. Asbestos was not detected in the samples of remaining suspect materials collected during the survey of the bridge structure. With implementation of **HAZ-2** through **HAZ-5**, hazardous waste impacts related to asbestos are not anticipated.

Six bulk paint samples from suspect LCP that were observed at the project site were collected. Total lead was detected in the sample representing intact gray and orange paint applied to the bridge girder and truss system at a concentration of 560,000 mg/kg and a soluble (Toxicity Characteristic Leaching Procedure (TCLP)) lead concentration of 1,400 mg/l. Total lead was detected in the sample representing intact gray graffiti abatement paint applied to the bridge abutments at a concentration of 320 mg/kg and a soluble (WET) lead concentration of 2.7 mg/l. The laboratory reported that there was insufficient sample volume to analyze for soluble (TCLP)

lead. Total lead was detected in samples representing intact yellow and white traffic striping on the bridge deck and approaches at concentrations of 41 and 11 mg/kg, respectively.

Intact gray/orange paint applied to the bridge girder and truss system represented by samples collected during the survey would be considered a California and Federal (RCRA) hazardous waste based on lead content if stripped, blasted, or otherwise separated from the substrate.

Intact gray graffiti abatement paint applied to the bridge abutments represented by samples collected during the survey would be considered a California hazardous waste based on lead content if stripped blasted, or otherwise separated from the substrate. Additional analysis for soluble lead by the TCLP would be required to evaluate Federal (RCRA) waste disposal criteria for the gray graffiti abatement paint, if the paint is stripped, blasted, or otherwise separated from the substrate.

Intact yellow and white traffic striping on the bridge deck and approaches represented by samples collected during our survey would not be considered a California or Federal hazardous waste based on lead content if stripped, blasted, or otherwise separated from the substrate.

With implementation of measure **HAZ-7** and **HAZ-10**, hazardous waste impacts related to LCP are not anticipated.

Electrical Transformers

Pad-mounted transformers observed within the project limits have the potential to contain fluids that contain PCBs. As the owner, Southern California Edison maintains responsibility for the transformers. Evidence of a release was not observed in the vicinity of the electrical equipment during the site reconnaissance, therefore further evaluation is unwarranted at this time. However, if leaking transformers are identified during construction, the utility owner should be contacted to test for PCBs or other hazardous substances, service, replace and/or relocate the equipment (**HAZ-8**).

No-Build Alternative

The No-Build Alternative would result in no construction and no potential to encounter unknown hazardous materials.

Avoidance, Minimization, and/or Mitigation Measures

To minimize impacts associated with hazards and hazardous waste, the following Avoidance and Minimization Measures are recommended.

HAZ-1: Soil generated from excavations between 1.5 or shallower in depth would be considered as Type “Com” and may be reused within Caltrans Right-of-way (ROW) with no cover requirement. Excess soil, between 1.5 feet in depth or shallower, may be disposed of at an appropriately permitted California Class II or California Class III disposal facility, or reused on a commercial/industrial property by submitting to DTSC a completed agreement between a contractor and a real property owner for disposing of construction-related material on property owner’s property. If excavation is less than 1.5 feet the RE is required to notify Caltrans for DTSC notification for start of project, start of construction, and completion of project notification to DTSC regarding ADL. This is a requirement for regulated lead over 80 mg/kg or 5 mg/L.

HAZ-2: National Emissions Standards for Hazardous Air Pollutants (NESHAP) regulations require that the asbestos-containing guard rail sheet packing (a Class II nonfriable/nonhazardous material) identified during our survey be removed prior to demolition/renovation or be treated as a hazardous waste. The sheet packing may also be reused or stored. Activities causing *disturbance* of the asbestos-containing sheet packing (i.e., cutting, abrading, sanding, grinding, etc.) would require compliance with the Cal/OSHA asbestos standard (Title 8, CCR §1529).

HAZ-3: Notification of contractors (that will be conducting demolition, renovation, or related activities) of the presence of asbestos in their work areas is recommended (i.e., provide the contractor[s] with a copy of this report and a list of asbestos removed by contractor[s] during subsequent activities). Personnel not trained for asbestos work should be instructed not to disturb asbestos.

HAZ-4: Contractors are responsible for informing landfills and recycling facilities of the contractor's intent to dispose of asbestos waste. Landfills and recycling facilities may require additional waste characterization. Contractors are responsible for segregating and characterizing waste streams prior to disposal.

HAZ-5: Written notification to the SCAQMD is required ten working days prior to: 1) commencement of renovation activities disturbing equal to or greater than 100 square feet ACM; or 2) *any* demolition activity (whether asbestos is present or not).

HAZ-6: If future construction activities will disturb the sampled paints, the contractor performing lead-related construction activities shall comply with the Cal/OSHA Lead in Construction Standard CCR Title 8, §1532.1, including Lead Hazard Communications Training. Contractors are responsible for characterizing the wastestream for disposal and informing landfills and recycling facilities of the contractor's intent to dispose of California hazardous waste, and/or architectural components containing intact LCP. Some landfills and recycling facilities may require additional waste characterization. Contractors are responsible for segregating and characterizing waste streams prior to disposal.

HAZ-7: All paints at the project site be treated as lead-containing for purpose of determining the applicability of the Cal/OSHA lead standard during maintenance, renovation, and demolition activities. In accordance with Title 8, CCR, §1532.1(p), written notification to the nearest Cal/OSHA district office is required at least 24 hours prior to certain lead-related work. Compliance and training requirements regarding construction activities where workers may be exposed to lead are presented in Title 8, CCR, §1532.1, subsections (e) and (l), respectively. The removal, transportation, placement, handling, and disposal of LCP must result in no visible dust.

HAZ-8: If leaking transformers are identified during construction, the utility owner should be contacted to test for PCBs or other hazardous substances, service, replace and/or relocate the equipment.

HAZ-9: Relocation or replacement of guard rails, power poles, and roadside signs on wooden posts may generate treated wood waste if the wooden posts are unable to be reused. treated wood waste generated for this project shall be managed during construction under project standard special provisions.

HAZ-10: Yellow and white thermoplastic striping paint observed within the project limits generally has the potential to contain lead or chromium. Traffic striping waste generated for this project should be managed during construction under project standard special provisions.

2.2.5 Air Quality

Regulatory Setting

The Federal Clean Air Act, as amended, is the primary federal law that governs air quality while the California Clean Air Act is its companion state law. These laws, and related regulations by the U.S. Environmental Protection Agency and the California Air Resources Board, set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards. The National Ambient Air Quality Standards and state standards are set at levels that protect public health with a margin of safety and are subject to periodic review and revision.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under NEPA. In addition to this environmental analysis, a parallel "Conformity" requirement under the Federal Clean Air Act also applies.

Conformity

The conformity requirement is based on the Federal Clean Air Act Section 176(c), which prohibits the U.S. Department of Transportation and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan for attaining the National Ambient Air Quality Standards. "Transportation Conformity" applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the National Ambient Air Quality Standards, and only for the specific National Ambient Air Quality Standards that are or were violated. Conformity requirements do not apply in unclassifiable/attainment areas for National Ambient Air Quality Standards and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the National Ambient Air Quality Standards. In California this includes carbon monoxide, nitrogen dioxide, ozone, and particulate matter (PM_{10} and $PM_{2.5}$). Regional conformity is based on emission analysis of Regional Transportation Plans and Federal Transportation Improvement Programs that include all transportation projects planned for a region over a period of at least 20 years (for the Regional Transportation Plan) and 4 years (for the Federal Transportation Improvement Program). Regional Transportation Plan and Federal Transportation Improvement Program conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the Federal Clean Air Act and the State Implementation Plan are met. If the conformity analysis is successful, the Metropolitan Planning Organization, FHWA, and Federal Transit Administration make the determinations that the Regional Transportation Plan and Federal Transportation Improvement Program are in conformity with the State Implementation Plan for achieving the goals of the

Federal Clean Air Act. Otherwise, the projects in the Regional Transportation Plan and/or Federal Transportation Improvement Program must be modified until conformity is attained.

Project-level conformity is achieved by demonstrating that:

- The project comes from a conforming Regional Transportation Plan and Transportation Improvement Program.
- The project has a design concept and scope that has not changed significantly from those in the Regional Transportation Plan and Transportation Improvement Program. "Design concept" means the type of facility that is proposed, such as a freeway or arterial highway. "Design scope" refers to those aspects of the project that would clearly affect capacity and thus any regional emissions analysis, such as the number of lanes and the length of the project.
- Project analyses have used the latest planning assumptions and U.S. Environmental Protection Agency-approved emissions models.
- In PM areas, the project complies with any control measures in the State Implementation Plan.

Additional analyses (known as hot-spot analyses) may be required for projects located in carbon monoxide and PM nonattainment or maintenance areas to examine localized air quality impacts.

Affected Environment

The following information is a summary of the Air Quality Report (April 2025). Menifee is situated in the western portion of Riverside County. The proposed Project is located in a portion of the South Coast Air Basin (SCAB), which has a hot, dry, desert climate. The SCAB which is monitored and regulated for air pollutant emissions by the SCAQMD (Table 2.2.5-1). The Project site is at an elevation of approximately 1503 feet above sea level. The average mountain height within vicinity of the Project is approximately 2000 feet above seal level; however, within the region, the San Jacinto range to the east of the Project has an average mountain heigh of approximately 10,000 feet above sea level, which tends to trap pollutants in the region by limiting air flow. The average maximum temperature in January is 67 degrees Fahrenheit, the average temperature in July is 98 degrees. Precipitation is approximately 9.8 inches annually at March Air Force Base and occurs mostly in the winter months from active frontal systems and occasionally in summer months from thunderstorms.

Meteorology (weather) and terrain can influence air quality. Certain weather parameters are highly correlated to air quality, including temperature, the amount of sunlight, and the type of winds at the surface and above the surface. Winds can transport ozone and ozone precursors from one region to another, contributing to air quality problems downwind of source regions. Furthermore, mountains can act as a barrier that prevents ozone from dispersing.

Table 2.2.5-1 lists the state and federal attainment status for all regulated pollutants. The project area is in a State and Federal non-attainment designation for 8-hour Ozone, 1-hour ozone, and $PM_{2.5}$, and in State non-attainment designation for PM_{10}. The project area is within attainment or is unclassified for all other pollutants.

Table 2.2.5-1. Project Location Attainment Status

Pollutant	Designation/Classification for South Coast Air Basin	
	Federal Standards	**State Standards**
Ozone – 8-Hour	Nonattainment (Extreme)	Nonattainment
Ozone – 1-Hour	Nonattainment (Extreme)	Nonattainment
PM_{10}	Attainment (Maintenance)	Nonattainment
$PM_{2.5}$	Nonattainment (Serious)	Nonattainment
Carbon Monoxide	Attainment (Maintenance)	Attainment
Nitrogen Dioxide	Attainment (Maintenance)	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment/Unclassified
Lead	No Federal Standard	Attainment
Visibility Reducing Particles	Nonattainment (Partial)	No State Standard
Sulfates	No Federal Standard	Attainment
Hydrogen Sulfide	Nonattainment (Extreme)	Nonattainment
Vinyl Chloride	Unclassified	No Federal Standard
Source: CARB 2024		

Table 2.2.5-2 shows the status of U.S. EPA-approved SIPs that are relevant to the proposed Project.

Table 2.2.5-2. Status of SIPs Relevant to the Project Area.

Name/Description	Status
2006 $PM_{2.5}$ Attainment Plan	Budgets found adequate through the adequacy review process
2006 $PM_{2.5}$ Impracticability Demonstration	Budgets not acted on due to demonstration of impracticability.
8-hour Ozone Attainment Demonstration	Budgets found adequate through SIP approval process.
$PM_{2.5}$ Attainment Plan	Budgets found adequate through SIP approval process.
8-hour Ozone and $PM_{2.5}$ reasonable further progress, attainment plan, and out-year budgets	Budgets found adequate / inadequate through the adequacy review process. The May 15, 2008 adequacy FR notice incorrectly stated that the 2017 NOx budget for the 8-hour ozone standard was 32 tpd. The adequate 2017 NOx budget for ozone is actually 232 tpd. This typographical error was corrected in a June 18, 2008 FR notice
Nitrogen Dioxide Maintenance Plan	Budgets found adequate through the adequacy review process.
PM_{10} Attainment Demonstration	Budgets found adequate through SIP approval process. Budgets replace those posted on 06/24/99.
2006 $PM_{2.5}$ Attainment Plan	Budgets found adequate through the adequacy review process
2006 $PM_{2.5}$ Impracticability Demonstration	Budgets not acted on due to demonstration of impracticability.

Name/Description	Status
8-hour Ozone Attainment Demonstration	Budgets found adequate through SIP approval process.
$PM_{2.5}$ Attainment Plan	Budgets found adequate through SIP approval process.
8-hour Ozone and $PM_{2.5}$ reasonable further progress, attainment plan, and out-year budgets	Budgets found adequate / inadequate through the adequacy review process. The May 15, 2008 adequacy FR notice incorrectly stated that the 2017 NOx budget for the 8-hour ozone standard was 32 tpd. The adequate 2017 NOx budget for ozone is actually 232 tpd. This typographical error was corrected in a June 18, 2008 FR notice
Source: U.S. EPA, https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-9, November 2021 (accessed)	

Table 2.2.5-3 below documents the current air quality standards and Table 2.2.5-4 summarizes the sources and health effects of the six criteria pollutants and pollutants regulated in the state of California.

Table 2.2.5-3: Ambient Air Quality Standards

Ambient Air Quality Standards						
Pollutant	**Averaging Time**	**California Standards [1]**		**National Standards [2]**		
		Concentration [3]	**Method [4]**	**Primary [3,5]**	**Secondary [3,6]**	**Method [7]**
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	9.0 µg/m^3	15.0 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		53 ppb (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No National Standards**		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990 **California Air Resources Board (7/16/24)**

(continued from previous page)

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On February 7, 2024, the national annual PM2.5 primary standard was lowered from 12.0 $\mu g/m^3$ to 9.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15.0 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

For more information please call ARB-PIO at (916) 322-2990 **California Air Resources Board (7/16/24)**

Transportation conformity does not apply to the new standard until EPA assigns an effective date. Accessed [1/20/2025], https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf

Table 2.2.5-4: State and Federal Criteria Air Pollutant Effects and Sources

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Ozone (O_3)	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases/volatile organic compounds (ROG or VOC) and nitrogen oxides (NOx) in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.
Respirable Particulate Matter (PM_{10})	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many toxic and other aerosol and solid compounds are part of PM_{10}.	Dust- and fume-producing industrial and agricultural operations; combustion smoke & vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.
Fine Particulate Matter ($PM_{2.5}$)	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the $PM_{2.5}$ size range. Many toxic and other aerosol and solid compounds are part of $PM_{2.5}$.	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NOx, sulfur oxides (SOx), ammonia, and ROG.
Carbon Monoxide (CO)	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Nitrogen Dioxide (NO_2)	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain & nitrate contamination of stormwater. Part of the "NOx" group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.
Sulfur Dioxide (SO_2)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.
Lead (Pb)	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.
Visibility-Reducing Particles (VRP)	Reduces visibility. Produces haze. NOTE: not directly related to the Regional Haze program under the Federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.
Sulfate	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.
Hydrogen Sulfide (H_2S)	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.
Vinyl Chloride	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes.

Table 2.2.5-5 lists air quality trends in data collected at the Winchester Monitoring Site for the past 5 years. Table 2.2.5-6 lists air quality trends in data collected at the Riverside-Rubidoux Monitoring Site for the past 5 years. The closest monitor to the Project site that measures criteria pollutants is the Winchester Monitoring site, located at 33700 Borel Road, Winchester, CA 92596, which is approximately 12 miles southeast. Ozone (O_3) and respirable particulate matter (PM_{10}) data were obtained from this station. Data for respirable particulate matter ($PM_{2.5}$), carbon monoxide (CO), and nitrogen dioxide (NO_2) were obtained from the Riverside-Rubidoux Monitoring Site, located at 5888 Mission Blvd, Jurupa Valley, CA 92509, which is approximately 22 mile northwest.

The data in Table 2.2.5-5 for Air Quality Concentrations for the Past 5 Years Measured at Winchester Monitoring Site was compiled from the California Air Resources Board's iADAM: Air Quality Data Statistics (CARB 2025) and Table 2.2.5-6 for the Air Quality Concentrations for the Past 5 Years Measured at Riverside-Rubidoux Monitoring Site was compiled from the California Air Resources Board's iADAM: Air Quality Data Statistics (CARB 2025) and Environmental Protection Agency's Monitor Values Report (EPA 2025).

Table 2.2.5-5: Air Quality Concentrations for the Past 5 Years Measured at Winchester Monitoring Site

Pollutant	Standard	2019	2020	2021	2022	2023
Ozone						
Max 1-hr concentration		0.091 ppm	0.108 ppm	0.095 ppm	0.087 ppm	0.088 ppm
No. days exceeded: State	0.09 ppm	0	5	1	0	0
Max 8-hr concentration		0.079 ppm	0.091 ppm	0.083 ppm	0.079 ppm	0.082 ppm
No. days exceeded: State Federal	0.070 ppm 0.070 ppm	7 6	39 37	11 10	4 3	3 3
PM_{10}						
Max 24-hr concentration		132.5 µ /m^3	142.1 µ /m^3	76.5 µ /m^3	153.6 µ /m^3	166.5 µ /m^3
No. days exceeded: State Federal	50 µg/m3 150 µg/m3	116.4 0	* *	43.7 0	11.8 0	* 1.0
Max annual concentration	20 µg/m3	35.4 µ /m^3	49.2 µ /m^3	33.4 µ /m^3	37.5 µ /m^3	33.7 µ /m^3
No. days exceeded: State		-	-	-	-	-
* Insufficient (or no) data available to determine the value Sources: Data from California Air Resources Board, http://www.arb.ca.gov/adam (Accessed 1/20/2025) a						

Table 2.2.5-6: Air Quality Concentrations for the Past 5 Years Measured at Riverside-Rubidoux Monitoring Site

Pollutant	Standard	2019	2020	2021	2022	2023
Carbon Monoxide						
Max 1-hr concentration		1.1	1.5	1.8	1.2	1.2
No. days exceeded: State Federal	35 ppm	0	0	0	0	0
Max 8-hr concentration		1.5	1.8	2.1	3.3	1.4
No. days exceeded: State Federal	9 ppm	0	0	0	0	0
$PM_{2.5}$						
Max 24-hr concentration		55.7 µ/m^3	59.9 µ/m^3	82.1 µ/m^3	38.5 µ/m^3	74.3 µ/m^3
No. days exceeded: Federal	35 µg/m3	5.0	12.0	11.0	1.0	2.1
Max annual concentration		11.3 µ /m3	13.3 µ /m3	12.7 µ /m3	10.8 µ /m3	10.6 µ /m3

Pollutant	Standard	2019	2020	2021	2022	2023
No. days exceeded: State Federal	12 µg/m3 12.0 µg/m3	- -	- -	- -	- -	- -
Nitrogen Dioxide						
Max 1-hr concentration		56 ppb	66 ppb	52 ppb	56 ppb	55 ppb
No. days exceeded: State Federal	0.18 ppm 100 ppb	0 0	0 0	0 0	0 0	0 0
Max annual concentration		14.05 ppb	14.67 ppb	14.33 ppb	13.23 ppb	12.13 ppb
No. days exceeded: State Federal	0.030 ppm 53 ppb	0 0	0 0	0 0	0 0	0 0

* Insufficient (or no) data available to determine the value
Sources: $PM_{2.5}$ data from California Air Resources Board, http://www.arb.ca.gov/adam (Accessed 1/20/2025) and Carbon Monoxide and Nitrogen Dioxide data from U.S. EPA, https://www.epa.gov/outdoor-air-quality-data/monitor-values-report (Accessed 1/20/2025)

Sensitive Receptors

Generally, people that are more sensitive to air quality conditions are young children, the elderly, and people with immune deficiencies; therefore, land uses, such as schools, daycare facilities, hospitals, elderly care facilities, and other areas that are occupied by people susceptible to air quality pollutants, are considered sensitive air quality receptors. Residential land uses are also considered to be sensitive receptors.

On the basis of research showing that the zone of greatest concern near roadways is within 500 feet (or 150 meters), sensitive receptors within 500 feet have been identified and are documented in Table 2.2.5-7. Residences, medical facilities, and open space/parks are the only sensitive receptors near the Project Area. Figure 2.2.5-1 shows the locations of sensitive receptors relative to the project site.

Table 2.2.5-7: Sensitive Receptors Located Within 500 feet of the Project Site

Receptor	Description	Distance Between Receptor and Project (ft)
Residences northwest of Project Area	Residential Area	170 ft
Residences west of Project Area	Residential Area	370 ft
Medical Facilities west of Project Area	Medical Facility	150
Medical Facilities west of Project Area	Medical Facility	50
Medical Facilities west of Project Area	Medical Facility	150
Medical Facilities west of Project Area	Medical Facility	150
Medical Facilities west of Project Area	Medical Facility	50
Medical Facilities west of Project Area	Medical Facility	200
Medical Facilities west of Project Area	Medical Facility	350
Medical Facilities west of Project Area	Medical Facility	400
Medical Facilities west of Project Area	Medical Facility	350
Medical Facilities west of Project Area	Medical Facility	450
Recreational area east of Project Area	Park	400
Recreational area west of Project Area	Open Space	400

Project Area
Project Area 500 ft Buffer

Proposed Project Features
Pavement Edges
Sidewalk
Retaining Walls
Pavement Markings
Cut Fill Limits

Sensitive Receptors
Health Care Facility
Recreation
Residences

Land Use
Commercial Retail
Economic Development Corridor
Public/Quasi Public
Recreation
Residential
Specific Plan

Source: ESRI 2021. Dokken Engineering. Created by zachl on 2/27/2025).

0 500 1,000 1,500 2,000 Feet

V:\2795-McCall IC\Env Doc\F2.2.5-1_Sensitive Receptors-20230705.mxd

FIGURE 2.2.5-1
Sensitive Receptors Located Near the Proposed Project
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California

Environmental Consequences

Build Alternative

Regional Conformity

The proposed project is located in the South Coast Air Basin (SCAB). The State of California has designated the SCAB as being a nonattainment area for 8-hour ozone, 1-hour ozone, $PM_{2.5}$, and PM_{10}; and is designated attainment or unclassified for all other pollutants. At the federal level, EPA has also designated this area as being a nonattainment area for 8-hour ozone, 1-hour ozone and $PM_{2.5}$. Other criteria pollutants are designated as unclassified/attainment. The proposed project involves adding additional lanes, which results in the project not being one of the project types listed in Table 2 of 40 Code of Federal Regulations (CFR) 93.126 (Exempt Projects) and is therefore not exempt from the requirement to determine conformity, nor is it exempt from regional conformity.

This project is included in the 2025 Federal Transportation Improvement Program (FTIP) and the 2024 Connect SoCal (RTP/SCS). On May 10, 2024, the FHWA and FTA issued a finding that the SCAG fiscally-constrained 2024 Connect SoCal 2024-2050 RTP/SCS was in conformance with federal air quality and planning regulations. On December 16, 2024 FHWA and FTA approved the 2025 FTIP. The design concept and scope of the proposed Project has not changed from how it appears in the 2025 FTIP, therefore it conforms with the regional emissions analysis conducted for the FTIP. Conformity status information is summarized in Table 12. The relevant pages from the RTP/SCS and FTIP are included in Appendix A.

Table 2.2.5-7: Status of Plans Related to Regional Conformity

	Plan/TIP	Date of adoption by MPO	Date of Approval by FHWA	Last Amendment	Date of Approval by FHWA of Last Amendment
SCAG	2025 FTIP	September 5, 2024	December 16, 2024	25-01	December 20, 2024
SCAG	2024 RTP/SCS	April 4, 2024	May 10, 2024	Amendment #1	TBD

Project Level Conformity

The project is subject to PM2.5 conformity analysis because it is located within a PM2.5 nonattainment area. Table 2.2.5-8 details why the project does not meet the definition of a Project of Air Quality Concern.

Table 2.2.5-8: Project Comparison with U.S. EPA's Definition of a Project of Air Quality Concern

EPA Definition of POAQC	Proposed Project
(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;	The I-215 and McCall Boulevard Interchange Project is not a new or expanded highway project with a significant number of or significant increase in diesel vehicles. Diesel/heavy truck traffic is expected to be between 3% and 11% on the segments. The greatest number of trucks on a segment is estimated to be 2,607, which is well below the general threshold of 10,000 diesel trucks (i.e. 125,000 volume of which 8% is diesel).

EPA Definition of POAQC	Proposed Project
	The truck percentage is projected to remain the same for both the opening year and the horizon year.
(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;	The anticipated number of diesel vehicles is not anticipated to increase as a result of the Project. As such, intersections that operate at Level-of-Service D, E, or F will not be impacted.
(iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;	Bus and rail terminals and transfer points are not part of this project.
(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and	Expanded bus and rail terminals and transfer points are not part of this project.
(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.	The project is not in, nor will it affect, a location of violation or possible violation
Source: Fehr & Peers, 2022. Traffic information from *I-215 and McCall Boulevard Interchange Project Traffic Operations Analysis Report,* June 2022	

SCAG completed an Interagency Consultation to determine if it is a Project of Air Quality Concern (POAQC) as defined in U.S.EPA's Hot-Spot Guidance. The Project obtained concurrence from both EPA and FHWA that the Project is not a POAQC on February 27, 2024. The concurrence is included in Appendix D.

Additionally, the 2022 SCAQMD AQMP identifies the following control measures that the project would be required to implement during construction to ensure PM2.5 conformity:

> BCM-03: Further Emission Reductions from Paved Road Dust Sources: Minimum Street Sweeping Frequency, Targeted Cleaning of Roads with High Silt Loadings, Wheel Washing Systems for Stationary Sources

Transportation conformity requirements for CO cease to apply after June 1, 2018 (20 years after the effective date of the EPA approval of the first 10-year maintenance plan and redesignation of the areas to attainment for the CO NAAQS. As a result, conformity for CO no longer applies in this region; therefore, discussion of CO conformity does not apply to the region as of June 1, 2018.

Particulate Matter (PM)

In November 2015, the U.S. EPA released an updated version of Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas (Guidance) for quantifying the local air quality impacts of transportation projects and comparing them to the PM NAAQS (75 FR 79370). The U.S. EPA originally released the quantitative guidance in December 2010, and released a revised version in November 2013 to

reflect the approval of EMFAC 2011 and U.S. EPA's 2012 PM NAAQS final rule. The November 2015 version reflects MOVES2014 and its subsequent minor revisions such as MOVES2014a, to revise design value calculations to be more consistent with other U.S. EPA programs, and to reflect guidance implementation and experience in the field.

The Project is subject to $PM_{2.5}$/PM_{10} conformity analysis because it is located within a PM_{10} and $PM_{2.5}$ nonattainment area. As the first step in demonstrating $PM_{2.5}$/PM_{10} conformity, the project underwent Interagency Consultation through the SCAG Transportation Conformity Working Group to determine if it is a Project of Air Quality Concern (POAQC) as defined in U.S.EPA's Hot-Spot Guidance. The SCAG Transportation Conformity Working Group determined the project is not a POAQC on February 27, 2024.

Based on the PM conformity determination, impacts related to $PM_{2.5}$ and PM_{10} are less than significant.

Emissions Analysis

Existing (baseline) conditions traffic data used for the air quality emissions analysis was obtained from the Project's Traffic Operations Analysis Report (2022) and Induced Travel Study (2022) summarized in Section 2.1.6. Emissions in the project corridor were estimated using EMFAC2021 emission factors, for comparison to the No-Build and Build Alternative (Appendix D). The future open to traffic year (2028) and design year (2048) for the Build Alternative emissions would be less than the No Build Alternative due to the reduction in annual VMT with the Build Alternative due to the road diet and VMT reduction discussed in Section 2.1.6 and under Chapter 3. CO, PM_{10}, $PM_{2.5}$, and NO_x emissions would be lower with the Build Alternative compared to the No Build Alternative.

Table 2.2.5-9 shows the estimated emissions in tons/year for the scenario/analysis years for existing/baseline, and No Build and Build Alternative for the open to traffic year (2028) and the design year (2048).

Table 2.2.5-9: Summary of Comparative Emissions Analysis in Tons/Year

Scenario/ Analysis Year	CO (tons/year)*	PM_{10} (tons/year)*	$PM_{2.5}$ (tons/year)*	NOx (surrogate for NO_2) (tons/year)*	CO_2e (metric tons/year)
Baseline (Existing Conditions) 2021	3.817	1.041	0.347	0.694	21,077.51
Open to Traffic Year 2028					
No Build	2.776	1.041	0.347	0.347	18,528.07
Build Alternative	2.776	1.041	0.347	0.347	18,475.54
20-Year Horizon/Design-Year 2048					
No Build	2.429	1.388	0.347	0.347	18,462.28
Build Alternative	2.429	1.388	0.347	0.347	18,299.79
SCAQMD Daily Operational Emissions Thresholds	95.425* (550 lbs/day)	26.025* (150 lbs/day)	9.5425* (55 lbs/day)	9.5425* (55 lbs/day)	-**

Notes:
CO = carbon monoxide
PM_{10} = particulate matter less than or equal to 10 microns in diameter
$PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter

Scenario/ Analysis Year	CO (tons/year)*	PM_{10} (tons/year)*	$PM_{2.5}$ (tons/year)*	NOx (surrogate for NO_2) (tons/year)*	CO_2e (metric tons/year)
NO_x = oxides of nitrogen NO_2 = nitrogen dioxide * Annual Emissions values derived from daily emissions values multiplied by 347, per ARB methodology (ARB 2008: I-19). ** SCAQMD Regional Daily Emissions Thresholds are not established for CO_2 Source: CT-EMFAC2021					

Table 2.2.5-9 shows the estimated emissions in tons/day for the scenario/analysis years for existing/baseline, and No Build and Build Alternative for the open to traffic year (2028) and the design year (2048).

Table 2.2.5-9: Summary of Comparative Emissions Analysis in Tons/Day

Scenario/ Analysis Year	CO (tons/day)	PM_{10} (tons/day)*	$PM_{2.5}$ (tons/day)	NOx (surrogate for NO_2) (tons/day)	CO_2e (metric tons/year)
Baseline (Existing Conditions) 2021	0.011	0.003	<0.001	0.002	21,077.51
Open to Traffic Year 2028					
No Build	0.008	0.003	<0.001	<0.001	18,528.07
Build Alternative	0.008	0.003	<0.001	<0.001	18,475.54
20-Year Horizon/Design-Year 2048					
No Build	0.007	0.004	<0.001	<0.001	18,462.28
Build Alternative	0.007	0.004	<0.001	<0.001	18,299.79
SCAQMD Daily Operational Emissions Thresholds	0.275 (550 lbs/day)	0.075 (150 lbs/day)	0.0275 (55 lbs/day)	0.0275 (55 lbs/day)	-**
Notes: CO = carbon monoxide PM_{10} = particulate matter less than or equal to 10 microns in diameter $PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter NO_x = oxides of nitrogen NO_2 = nitrogen dioxide **SCAQMD Regional Daily Emissions Thresholds are not established for CO_2 Source: CT-EMFAC2021					

Carbon Monoxide (CO)

Transportation conformity requirements for CO cease to apply after June 1, 2018 (20 years after the effective date of the EPA approval of the first 10-year maintenance plan and redesignation of the areas to attainment for the CO NAAQS. As a result, conformity for CO no longer applies in this region; therefore, discussion of CO conformity does not apply to the region as of June 1, 2018.

Mobile Source Air Toxics Analysis

FHWA released updated guidance in October 2016 (FHWA, 2016) for determining when and how to address MSAT impacts in the NEPA process for transportation projects. FHWA identified three levels of analysis:

- No analysis for exempt projects or projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; and
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

Projects with no impacts generally include those that a) qualify as a categorical exclusion under 23 CFR 771.117, b) qualify as exempt under the FCAA conformity rule, and c) are not exempt, but have no meaningful impacts on traffic volumes or vehicle mix.

Projects that have low potential MSAT effects are those that serve to improve highway, transit, or freight operations or movement without adding substantial new capacity or creating a facility that is likely to substantially increase emissions. The large majority of projects fall into this category.

Projects with high potential MSAT effects include those that:

- Create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of Diesel Particulate Matter in a single location; or
- Create new or add significant capacity to urban highways such as interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the AADT is projected to be in the range of 140,000 to 150,000, or greater, by the design year; and
- Are proposed to be located in proximity to populated areas or, in rural areas, in proximity to concentrations of vulnerable populations (i.e., schools, nursing homes, hospitals).

The Interstate 215/McCall Boulevard Interchange Improvements Project falls within Category 2, a project with Low Potential MSAT Effects. Given that design-year traffic volume for the modeled area along McCall Boulevard between the I-215 ramp is predicted to be approximately 42,500 AADT for the Build Alternative. As such, a qualitative MSAT analysis is appropriate. The purpose of this Project is to provide a facility that improves existing geometric deficiencies, accommodates a multimodal facility, and provides increased capacity and congestion relief, particularly during peak hour traffic. This Project has been determined to generate minimal air quality impacts for criteria pollutants and has not been linked with any special MSAT concerns. This Project would not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the Project from that of the no-build alternative.

For each alternative, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The regional VMT estimated for the Build Alternative is slightly higher than the VMT estimated for the No-Project Alternative for both freeways, rural, and urban streets. Due to the slight increase in VMT as a result of the proposed Project, it is expected there is a slight increase in overall MSAT emissions as a result of implementation of the Build Alternative. However, emissions are virtually certain to be lower than present levels in the design year as a result of the EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent from 2010 to 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude

of the EPA-projected reductions is so great (even after accounting for regional VMT growth) that MSAT emissions in the study area are likely to be lower in the future than they are today.

Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the Project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the IRIS, which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, http://www.epa.gov/iris/). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA's Interim Guidance Update on MSAT Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are; cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts - each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (2007)[1]. As a result, there is no national consensus on air dose-response values assumed to protect the public health and

[1] (http://pubs.healtheffects.org/view.php?id=282)

welfare for MSAT compounds, and in particular for diesel PM. The EPA[2] and the HEI (2007)[3] have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld the EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

MSAT Conclusion

Research on mobile source air toxics is still evolving. As the science progresses, FHWA will continue to revise and update the guidance on MSAT analysis in NEPA. FHWA is working with Stakeholders, the EPA and others to better understand the strengths and weaknesses of developing analysis tools and the applicability on the project level decision documentation process.

Lead (Pb)

Gasoline-powered automobile engines are a major source of airborne lead, although the use of leaded fuel is being reduced. Lead can cause blood effects such as anemia and the inhibition of enzymes involved in blood synthesis. Lead may also affect the central nervous and reproductive systems. Ambient lead levels have dropped dramatically as the percentage of motor vehicles using unleaded gasoline continues to increase. The standards for lead are being met in the South Coast Air Basin (SCAB) and it is not expected that the standards will be exceeded in the future.

Naturally Occurring Asbestos

Based on review of the map, *A General Location Guide for Ultra Mafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos* (California Department of Conservation,

[2] (http://www.epa.gov/risk/basicinformation.htm#g)
[3] (http://pubs.healtheffects.org/getfile.php?u=395)

Division of Mines and Geology, 2000), Naturally Occurring Asbestos is not mapped in Riverside County. Naturally Occurring Asbestos is therefore unlikely to occur at the project site.

Temporary Impacts

Build Alternative

Site preparation and roadway construction will involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment powered by gasoline and diesel engines are also anticipated and would include CO, NO_X, VOCs, directly emitted PM_{10} and $PM_{2.5}$, and toxic air contaminants (TACs) such as diesel exhaust particulate matter. Construction activities are expected to increase traffic congestion in the area, resulting in increases in emissions from traffic during the delays. These emissions would be temporary and limited to the immediate area surrounding the construction site.

The construction period for the project is expected to occur for approximately 18 months. Construction emissions are typically not considered in conformity analyses where construction will last for 5 years or less. However, EO-B-30-15 requires construction impacts to be considered regardless of length of the construction period. Therefore, construction emissions were estimated using CalEEMod.

Construction emissions were estimated for the Build Alternative using default equipment inventories provided in CalEEMod, project construction scheduling information provided by the project engineer, and emissions factors from the CalEEMod model (Appendix D). The emissions presented are the worst-case maximum daily construction emissions (pounds per day) for each activity that would be generated by the Build Alternative.

Table 2.2.5-11: Estimated Construction Emissions and Local Daily Thresholds

	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)	CO (lbs/day)	NO_x (lbs/day)	CO^2 (tons/phase)
Grubbing/Land Clearing	0.21	0.20	4.49	4.04	17.75
Grading/Excavation	2.23	2.05	57.57	50.55	971.36
Drainage/Utilities/Sub-Grade	1.35	1.24	37.75	33.78	718.84
Paving	0.238	0.059	9.772	6.022	27.14
Maximum daily (lbs/day)	2.23	2.05	57.57	50.55	971.36
SCAQMD Daily Emissions Thresholds	150	55	550	100	-
Exceed Threshold?	**No**	**No**	**No**	**No**	**N/A**
Project Total (tons/construction project)	0.70 tons	0.31 tons	7.75 tons	6.51 tons	1735.14 tons

Source: CalEEMod 2024

Although construction emissions are anticipated to be below SCAQMD thresholds, contractors would be required to follow all applicable SCAQMD rules and regulations, including Rule 403 (Fugitive Dust) to minimize air quality impacts. Contractors, for example, would water dusty areas and minimize the tracking of soil from unpaved dirt areas to paved roads.

Construction Conformity:

The project is anticipated to be in construction for approximately 18 months. Construction activities will not last for more than 5 years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis.

Avoidance, Minimization, and/or Mitigation Measures

The following Avoidance and Minimization Measures would be implemented to minimize effects on air quality.

AQ-1: The Wind Erosion Control BMP (WE-1) from Caltrans' *Construction Site Best Management Practices Manual* will be implemented as follows:

Water shall be applied by means of pressure-type distributors or pipelines equipped with a spray system or hoses and nozzles that will ensure even distribution.

All distribution equipment shall be equipped with a positive means of shutoff.

Unless water is applied by means of pipelines, at least one mobile unit shall be available at all times to apply water or dust palliative to the project.

If reclaimed water is used, the sources and discharge must meet California Department of Health Services water reclamation criteria and the Regional Water Quality Control Board requirements. Non-potable water shall not be conveyed in tanks or drain pipes that will be used to convey potable water and there shall be no connection between potable and non-potable supplies. Non-potable tanks, pipes and other conveyances shall be marked "NON-POTABLE WATER – DO NOT DRINK."

Materials applied as temporary soil stabilizers and soil binders will also provide wind erosion control benefits.

AQ-2: Construction of the project would comply with the South Coast Air Quality Management District's Rule 403—Fugitive Dust.

In addition to measures AQ-1 and AQ-2, the project would also adhere to applicable SIP control measures for $PM_{2.5}$ as described in the 2022 SCAQMD AQMP:

BCM-03: Further Emission Reductions from Paved Road Dust Sources: Minimum Street Sweeping Frequency, Targeted Cleaning of Roads with High Silt Loadings, Wheel Washing Systems for Stationary Sources.

2.2.6 Noise and Vibration

Regulatory Setting

NEPA and CEQA provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

CEQA

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The rest of this section will focus on the NEPA/23 CFR 772 noise analysis; please see the CEQA Evaluation chapter of this document for further information on noise analysis under CEQA.

NEPA and 23 CFR 772

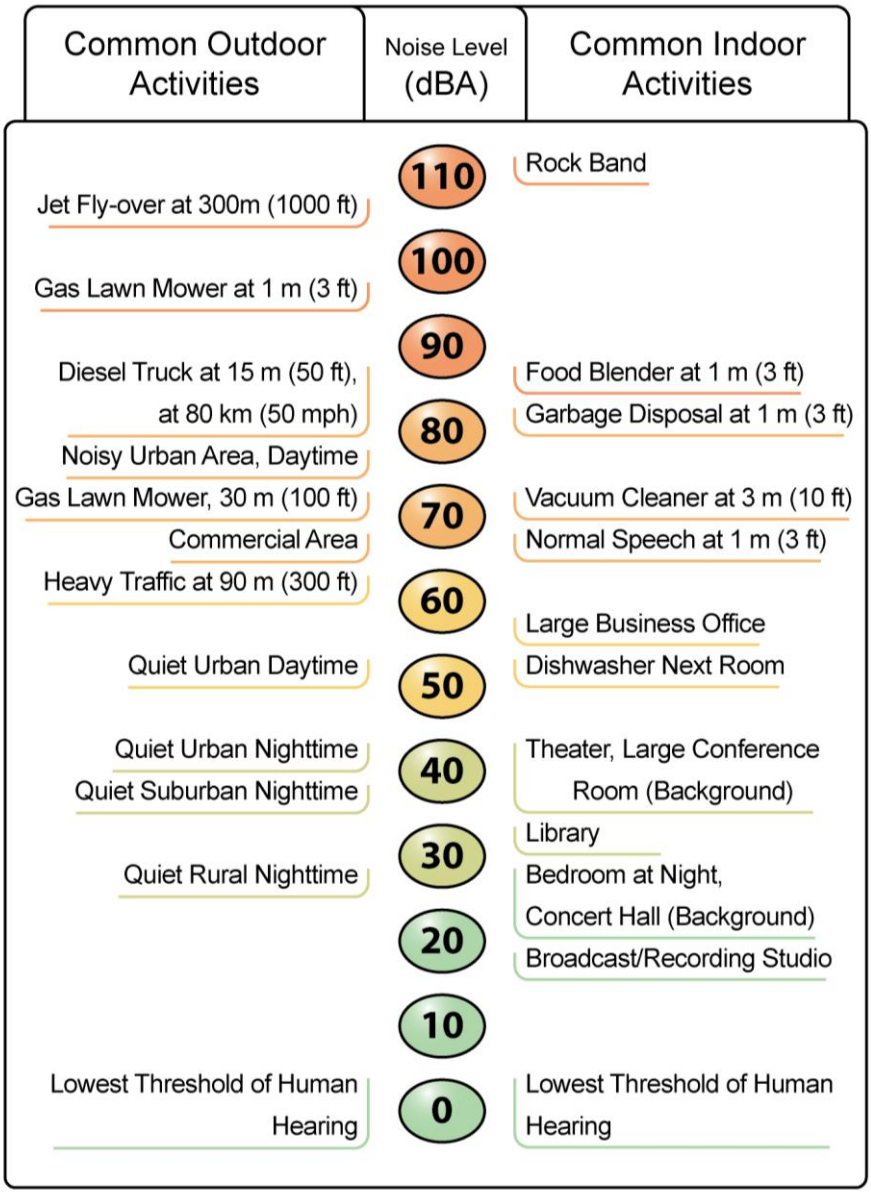
For highway transportation projects with FHWA involvement (and Caltrans, as assigned), the Federal-Aid Highway Act of 1970 and its implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria that are used to determine when a noise impact would occur. The noise abatement criteria differ depending on the type of land use under analysis. For example, the noise abatement criteria for residences (67 decibels [dBA]) is lower than the noise abatement criteria for commercial areas (72 dBA). The following table lists the noise abatement criteria for use in the NEPA/23 CFR 772 analysis.

Table 2.2.6-1: Noise Abatement Criteria

Activity Category	NAC, Hourly A-Weighted Noise Level, Leq(h)	Description of activity category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Residential. (Includes undeveloped lands permitted for this activity category)
C	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. (Includes undeveloped lands permitted for this activity category)
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	No noise abatement criteria—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No noise abatement criteria—reporting only	Undeveloped lands that are not permitted.

The following figure lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

Figure 2.2.6-1: Noise Levels of Common Activities



According to Caltrans' *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects*, a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA or more) or when the future noise level with the project approaches or exceeds the noise abatement criteria. A noise level is considered to approach the noise abatement criteria if it is within 1 dBA of the noise abatement criteria.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and

feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

Caltrans' *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. Noise abatement must be predicted to reduce noise by at least 5 dB at an impacted receptor to be considered feasible from an acoustical perspective. It must also be possible to design and construct the noise abatement measure for it to be considered feasible. Factors that affect the design and constructability of noise abatement include, but are not limited to, safety, barrier height, topography, drainage, access requirements for driveways, presence of local cross streets, underground utilities, other noise sources in the area, and maintenance of the abatement measure. The overall reasonableness of noise abatement is determined by the following three factors: 1) the noise reduction design goal of 7 dB at one or more impacted receptors; 2) the cost of noise abatement; and 3) the viewpoints of benefited receptors (including property owners and residents of the benefited receptors).

Local Criteria

Typically, work within the Caltrans right-of-way is not subject to local noise ordinances; however, Caltrans will work with the contractor to meet local requirements where feasible.

City of Menifee General Plan Noise Element

The following goals and policies of the General Plan Noise Element apply to the proposed Project:

N-1: Noise-sensitive land uses are protected from excessive noise and vibration exposure.

N-1.15: Employ noise mitigation practices and materials, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.

Although the Noise Element does not contain specific guidance related to roadway improvement projects, Policy **N-1.11** provides guidance on noise levels considered to be compatible with residential uses:

N-1.11: Discourage the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.

City of Menifee Municipal Code

Menifee Municipal Code Section 8.01.010, Hours of Construction states that any construction within the City limits located 1/4 of a mile from an occupied residence is permitted only Monday through Saturday, except on nationally recognized holidays, from 6:30am to 7:00pm.

Construction on Sunday or nationally recognized holidays is not permitted unless prior approval is obtained from the City Building Official or City Engineer.

Affected Environment

The following sections are a summary from the March 2024 Noise Study Report that was prepared for the proposed project.

A review of aerial photography and the City of Menifee General Plan Land Use Map were studied to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. Existing land uses in the project area were categorized by land use type and Activity Category as defined in Table 2.19, and the extent of frequent human use. Land uses in the project vicinity consist of Economic Development Corridor, Residential, and Commercial Retail. As stated in the Protocol, noise abatement is only considered where frequent human use occurs and where a lowered noise level would be of benefit. Accordingly, this impact analysis focuses on locations with defined outdoor activity areas, such as residential backyards and common use areas at multi-family residences.

The geometry of the project relative to nearby existing and planned land uses was also identified. The topography of the project area varies in elevation throughout the proposed project right of way.

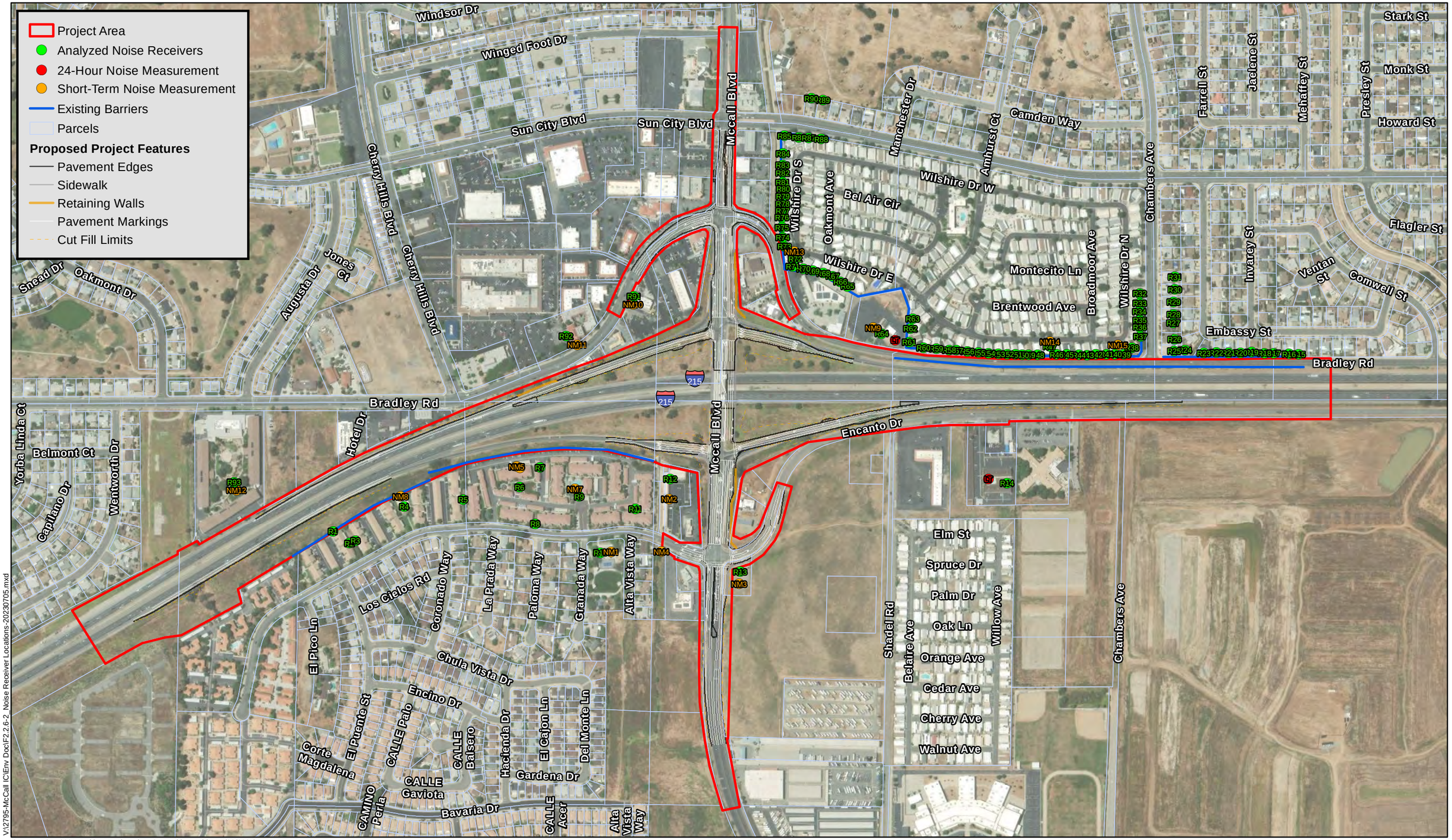
Noise Study Area

Receptors were included in this assessment if they were located in sensitive land uses within 500 feet of the proposed I-215/McCall Boulevard roadway improvements that would benefit from a lowered noise level. A total of 93 (ninety-three) sensitive receptor locations were modelled within this evaluation area. These modeled receptor locations are shown in Figure 2.2.6-2.

Noise Measurements and Model Validation

The existing noise environment at the existing residential receptors located within the project study area were quantified through short-term noise level measurements conducted at fifteen (15) locations on February 8 and February 9, 2022. Short-term measurement locations were selected to serve as representative modeling locations and for noise model validation purposes.

Table 2.2.6-2 summarizes the results of the short-term noise monitoring conducted in the project area and compares them with modeled noise levels based on traffic data collected from the noise measurements. The predicted sound levels are within 4 dB of the measured sound levels and are, therefore, considered to be in reasonable agreement with the measured sound levels and calculation of a k-factor was determined not to be necessary. Therefore, no further adjustment of the model was necessary.



V:\2795-McCall IC\Env Doc\F2.2.6-2_Noise Receiver Locations-20230705.mxd

Source: ESRI 2021. Dokken Engineering. Created by zachl on 5/28/2025).

1 inch = 500 feet

0 500 1,000 1,500 2,000 Feet

FIGURE 2.2.6-2
Noise Measurements and Receiver Locations
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California

Table 2.2.6-2. Comparison of Measured to Predicted Sound Levels in the TNM Model

Measurement Position	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured minus Predicted (dB)
ST-1	58	60	-2
ST-2	55	56	-1
ST-3	63	64	-1
ST-4	60	61	-1
ST-5	64	67	-3
ST-6	70	71	-1
ST-7	54	54	0
ST-8	64	64	0
ST-9	67	68	-1
ST-10	66	66	0
ST-11	69	71	-2
ST-12	57	60	-3
ST-13	50	51	-1
ST-14	49	52	-3
ST-15	53	56	-3

ENVIRONMENTAL CONSEQUENCES

Under 23 CFR 772.7, projects are categorized as Type I, Type II, or Type III projects. As detailed in 23 CFR 772, the project is specifically defined as a Type I project, as Type I projects include:

> "4. The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange;"

If a project is determined to be a Type I project under this definition, the entire project area as defined in the environmental document is a Type I project. This project proposes to add interchange lanes; therefore it is considered a Type I project. Title 23, Part 772 of the Code of Federal Regulations provides procedures for preparing operational and construction noise studies and evaluating noise abatement considered for federal and federal-aid highway projects.

Permanent Impacts

Existing and future noise levels were modeled at 93 sensitive receptor locations using the projected design year 2048 peak-hour traffic volumes obtained from the Traffic Volumes Report (2021). Table 2.2.6-3 summarizes the modeled existing conditions, the future No Build Alternative, and Build Alternative noise level results found in Appendix E. The modeled future noise levels with the project were compared to the modeled existing noise levels to determine whether a substantial noise increase would occur. In summary, the Build Alternative would not result in a substantial noise increase of 12 dBA or more over the corresponding existing noise level at any of the 93 modeled receivers. The design year traffic noise modeling results for the Build Alternative range from 53 to 70 dBA Leq(h). Noise levels from Existing to Build conditions are expected to increase by up to 4 dBA. The modeled future noise levels were also compared to their respective NAC Activity Category to determine whether a traffic noise impact would occur. As shown in Table 2.2.6-3, no receivers would experience noise levels that approach or exceed their respective NAC Activity Category standard under existing, future no build, and future Build Alternative. Therefore, no noise abatement evaluation was necessary.

Table 2.2.6-3: Comparison of Noise Levels for Existing, Future No-Build, and Future Build

Receiver ID	Location	Type of Land Use	Number of Dwelling Units	Noise Abatement Category	Modeled Existing Peak Noise Level, dBA $L_{eq}(h)$	Modeled 2048 No Build Peak Noise Level, dBA $L_{eq}(h)$	Modeled 2048 Build Peak Noise Level, dBA $L_{eq}(h)$
eR1	28301 Encanto Dr	MFH	4	B(67)	65	65	65
R2	28301 Encanto Dr	MFH	4	B(67)	52	53	54
R3	28301 Encanto Dr	MFH	4	B(67)	53	54	54
R4	28301 Encanto Dr	MFH	14	B(67)	63	64	64
R5	28301 Encanto Dr	MFH	8	B(67)	62	63	65
R6	28155 Encanto Dr	MFH	20	B(67)	52	53	54
R7	28155 Encanto Dr	MFH	4	B(67)	60	61	61
R8	28155 Encanto Dr	MFH	16	B(67)	62	63	63
R9	28155 Encanto Dr	MFH	6	B(67)	54	55	55
R10	28050 Encanto Dr	OS-R (Park)	0	C(67)	59	60	60
R11	28155 Encanto Dr	MFH	16	B(67)	53	54	57
R12	27955 Encanto Dr	EDC (Hotel)	0	E(72)	57	59	59
R13	27180 McCall Blvd	EDC (Undeveloped)	0	E(72)	66	68	69
R14	27680 Encanto Dr	EDC (Hotel)	0	E(72)	64	65	65
R15	27250 Embassy St	SFH	1	B(67)	65	65	65
R16	27262 Embassy St	SFH	1	B(67)	64	65	65
R17	27270 Embassy St	SFH	1	B(67)	64	65	65
R18	27284 Embassy St	SFH	1	B(67)	64	65	65
R19	27300 Embassy St	SFH	1	B(67)	64	65	65
R20	27312 Embassy St	SFH	1	B(67)	64	65	65
R21	27324 Embassy St	SFH	1	B(67)	64	65	65
R22	27338 Embassy St	SFH	1	B(67)	64	65	65
R23	27352 Embassy St	SFH	1	B(67)	64	65	65
R24	27360 Embassy St	SFH	1	B(67)	64	65	65
R25	26990 Chambers Ave	SFH	1	B(67)	62	63	63
R26	26972 Chambers Ave	SFH	1	B(67)	59	60	60
R27	26954 Chambers Ave	SFH	1	B(67)	59	59	59
R28	26936 Chambers Ave	SFH	1	B(67)	57	58	58
R29	26918 Chambers Ave	SFH	1	B(67)	57	57	58
R30	26900 Chambers Ave	SFH	1	B(67)	54	55	55
R31	26882 Chambers Ave	SFH	1	B(67)	55	56	56
R32	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	54	55	55
R33	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	55	55	55
R34	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	55	56	56
R35	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	56	56	56
R36	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	56	56	56
R37	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	56	57	57

Receiver ID	Location	Type of Land Use	Number of Dwelling Units	Noise Abatement Category	Modeled Existing Peak Noise Level, dBA $L_{eq}(h)$	Modeled 2048 No Build Peak Noise Level, dBA $L_{eq}(h)$	Modeled 2048 Build Peak Noise Level, dBA $L_{eq}(h)$
R38	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	61	62	62
R39	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	61	62	62
R40	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	65	65	65
R41	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	64	65	65
R42	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	61	61	61
R43	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	60	60	60
R44	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	59	60	60
R45	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	58	59	59
R46	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	60	61	61
R47	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	54	55	55
R48	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	60	60	60
R49	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	60	61	61
R50	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	60	61	61
R51	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	59	60	60
R52	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	64	65	65
R53	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	63	64	64
R54	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	63	64	64
R55	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	61	61	61
R56	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	64	65	65
R57	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	62	62	62
R58	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	61	62	62
R59	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	61	62	62
R60	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	61	62	62
R61	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	64	65	64
R62	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	61	61	61
R63	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	60	61	61
R64	27755 Bradley Rd	EDC (Church)	0	D(52)	48[1]	49[1]	49[1]
R65	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	59	60	60
R66	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	58	59	59
R67	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	56	57	57
R68	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	54	55	55
R69	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	55	56	57
R70	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	57	58	58
R71	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	59	60	61
R72	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	60	61	62
R73	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	59	60	60
R74	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	59	61	61

Receiver ID	Location	Type of Land Use	Number of Dwelling Units	Noise Abatement Category	Modeled Existing Peak Noise Level, dBA $L_{eq}(h)$	Modeled 2048 No Build Peak Noise Level, dBA $L_{eq}(h)$	Modeled 2048 Build Peak Noise Level, dBA $L_{eq}(h)$
R75	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	60	61	61
R76	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	57	58	58
R77	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	57	58	58
R78	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	57	58	58
R79	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	56	57	57
R80	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	56	57	57
R81	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	56	57	57
R82	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	56	57	57
R83	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	55	56	57
R84	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	55	56	57
R85	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	55	56	57
R86	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	50	53	53
R87	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	51	53	53
R88	27601 Sun City Blvd	EDC (Mobile Home)	1	B(67)	51	54	54
R89	27485 Sun City Blvd	SFH	1	B(67)	54	55	55
R90	27475 Sun City Blvd	SFH	1	B(67)	55	56	56
R91	28000 Bradley Rd	EDC (McDonald's)	0	E(72)	69	70	70
R92	28125 Bradley Rd	EDC (Church)	0	D(52)	50[1]	51[1]	50[1]
R93	28500 Bradley Rd	Senior Living	210	B(67)	61	61	61

[1] – dBA after Insertion Loss for Exterior-to-Interior Attenuation of 20 dBA
MFH – Multi family housing
SFH – Single family home
EDC – Economic Development Corridor

Two analyzed receivers, both churches with no defined exterior outdoor use area, instead have interior noise abatement criterion and were evaluated to determine the need for interior noise abatement. This includes R-64, Heritage Church at 27755 Bradley Road, and R-92, Victory Calvary Chapel at 28125 Bradley Road.

From Table 6 in the FHWA Highway Traffic Noise Analysis and Abatement Guidance document, the building noise reduction factor for standard construction with ordinary windows closed is 20 dB. Table 2.2.6-4 shows the results of the predicted future interior noise levels.

Table 2.2.6-4: Comparison Comparison of Modeled Existing and Future Interior Noise Levels

Receiver No.	Location	Existing Noise Level (dBA L_{eq})		Exterior-to-Interior Attenuation (dB)	Build Noise Level (dBA L_{eq})	
		Exterior	Interior		Exterior	Interior
R64	27755 Bradley Rd	68	48	20	69	49
R92	28125 Bradley Rd	70	50		70	50

At both locations, interior noise levels would not approach or exceed 52 dBA L_{eq} NAC under the Build Alternative. Therefore, noise abatement measures would not be required for interior noise levels and a Noise Abatement Decision Report (NADR) evaluating the cost of noise abatement will not be required.

No-Build Alternative

The results in Table 2.2.6-3 indicate no sensitive receptors with defined outdoor use areas would approach or exceed their respective NAC Activity Category standard under No Build conditions in the design year 2048. Comparative noise changes between the Build Alternative and the No Build Alternative would range from 0 dBA to 4dBA.

Temporary Impacts

Short term noise impacts that could occur would be related to noise generated during construction. Construction is performed in discrete steps, each of which has its own mix of equipment and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated and the noise levels as well along the project alignment as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operations allow construction-related noise ranges to be categorized by work phase. Table 2.2.6-5 lists typical construction equipment noise levels (Lmax) recommended for noise impact assessments, based on a distance of 50 feet between the equipment and the noise receiver.

Table 2.2.6-5: Typical Construction Equipment Noise Levels

Type of Equipment	Range of Maximum Sound Levels (dBA Lmax at 50 feet)	Suggested Maximum Sound Levels for Analysis (dBA Lmax at 50 feet)
Pile Drivers	81 to 96	93
Rock Drills	83 to 99	96
Jackhammers	75 to 85	82
Pneumatic Tools	78 to 88	85
Pumps	74 to 84	80
Scrapers	83 to 91	87
Haul Trucks	83 to 94	88
Cranes	79 to 86	82
Portable Generators	71 to 87	80
Rollers	75 to 82	80
Dozers	77 to 90	85
Tractors	77 to 82	80
Front-End Loaders	77 to 90	86
Hydraulic Backhoe	81 to 90	86
Hydraulic Excavators	81 to 90	86
Graders	79 to 89	86
Air Compressors	76 to 89	86
Trucks	81 to 87	86

Source: Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman, 1987
dBA = A-weighted decibels
Lmax = maximum sound level

Typical noise levels at 50 feet from an active construction area range up to 91 dBA Lmax during the noisiest construction phases. The site preparation phase, which includes grading and paving, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as back fillers, bulldozers, and front loaders. Pile diving is another construction activity which can generate some of the highest construction noise.

Construction of the project is expected to require the use of a wide array of equipment identified in Table 2.2.6-4 above. Noise associated with the use of construction equipment is estimated between 79 and 89 dBA Lmax at a distance of 50 feet from the active construction area. Pile driving could generate noise levels of approximately 93 dBA Lmax at 50 feet. The closest sensitive receptors are located over 200 feet from where most earthwork and pile driving would occur and construction noise would be expected to be less than the projected maximums.

Compliance with the construction hours specified in the City of Menifee Municipal Code would be required. In addition, the project will adhere to avoidance and minimization measure **NOI-1** below to follow the Caltrans Standard Special Provision for minimization of construction noise. To minimize construction noise impacts on sensitive land uses adjacent to the project site, construction noise is regulated by Caltrans Standard Specifications in Section 14-8.02, “Noise Control,” and also by SSP 14-8.02, “Noise Control.”

The noise level from the Contractor’s operations, between the hours of 9:00 p.m. and 6:00 a.m., shall not exceed 86 dBA Lmax at a distance of 50 feet. The Contractor should use an alternative warning method instead of a sound signal unless required by law. In addition, the Contractor shall equip all internal combustion engines with the manufacturer recommended muffler and shall not operate any internal combustion engine on the job site without its appropriate muffler.

No-Build Alternative

The No-Build Alternative would not result in any construction or other changes in traffic patterns that would change permanent noise generation sources in the project area. No construction noise would occur.

Avoidance, Minimization, and/or Abatement Measures

To minimize the construction-generated noise, the following abatement measures must be followed:

NOI-1: Follow Standard Specification 14-8.02 “Noise Control” and SSP14-8.02:

- Do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Equip an internal combustion engine with the manufacturer recommended muffler.
- Do not operate an internal combustion engine on the job site without the appropriate muffler.

2.2.7 Energy

Regulatory Setting

The Energy Policy and Conservation Act of 1975 established fuel economy standards for on-road motor vehicles sold in the United States. Subsequent federal Energy Policy Acts (e.g., 1992, 2005) have been passed since the original act of 1975. The National Highway Traffic

Safety Administration and U.S. Environmental Protection Agency set Corporate Average Fuel Economy standards for passenger cars and for light trucks (collectively, light-duty vehicles) and separately set fuel consumption standards for medium- and heavy-duty trucks and engines.

NEPA (42 USC 4332) requires the identification of all potentially significant impacts on the environment, including impacts on energy resources. Guidance for evaluating energy impacts of transportation projects subject to NEPA is outlined in FHWA's Technical Advisory T 6640.8A.

CEQA Guidelines require environmental documents include an analysis of a project's potential for significant environmental effects resulting from wasteful, inefficient, or unnecessary use of energy; or wasteful use of energy resources (Guidelines Section 15126.2[b]). The document must also describe feasible measures which could minimize inefficient and unnecessary consumption of energy (Guidelines Section 15126.4).

Affected Environment

Existing Project Area Conditions

The project area includes lighting along the interchange, but does not currently include any transportation management systems elements. Additional details regarding existing conditions in the project area that affect energy usage, such as existing traffic conditions, vehicle mix, and pavement surfaces, are included below.

Existing Traffic Conditions

Existing (baseline) conditions traffic data used for this energy analysis was obtained from the September 2022 Traffic Operations Analysis Report. Average Daily Traffic (ADT) and classification counts were collected to determine vehicle fleet mix and truck percentages. Section 2.1.6 shows the existing daily vehicle miles traveled (VMT), annual VMT, and vehicle breakdown at the project site.

Existing Pavement Conditions

Existing pavement conditions are fair to good with some aging and cracking roadways along McCall Boulevard approaching the interchange. The interchange and overpass pavement condition is good with not many visible signs of serious wear. On- and off-ramps are in good condition and well-paved with clear lane markers.

Energy Resources

California contains abundant sources of renewable and non-renewable energy. The primary energy resources within California are described in the following sections.

Non-Renewable Energy

Non-renewable energy resources include petroleum, natural gas, and coal. These energy resources are considered fossil fuels because they were formed when large quantities of dead organisms, usually zooplankton (microscopic organisms drifting in water bodies), algae, and other vegetation, were buried beneath sedimentary rock and exposed to intense heat and pressure over thousands of years. Fossil fuels are considered non-renewable resources because they cannot be replenished on a meaningful human timeframe. These resources will eventually run out because they cannot be renewed at a sufficient rate for sustainable economic extraction.

Renewable Energy

Renewable energy is generally defined as energy that comes from resources that are naturally replenished on a human timescale. Sources of renewable energy include the wind, sun, waves, and the heat of the Earth (i.e., geothermal heat). In addition, organic matter (also referred to as biomass), such as crops, animal waste, and municipal solid waste, can serve as sources of renewable energy, called biofuels. Renewable energy resources are continually replenished through natural processes.

Environmental Consequences

The energy analysis is based on the methodology described in the *Caltrans Standard Environmental Reference*, Volume 1, Chapter 13 – Energy. The energy analysis addresses both direct and indirect energy consumption, which are defined as follows:

Direct Energy

In the context of transportation, direct energy involves all energy consumed by vehicle propulsion (e.g., automobiles, trains, airplanes). This energy consumption is a function of traffic characteristics, such as VMT, speed, vehicle mix, and thermal value of fuel being used. Additionally, direct energy also includes the one-time energy expenditure involved in construction of the project. Therefore, analysis of direct energy use includes the following factors:

- **Direct Energy (Mobile Sources):** The energy consumed by vehicle propulsion within the facility during operation of the project.
- **Direct Energy (Construction):** The energy consumed by construction vehicles and equipment during construction of the project.
- **Indirect Energy:** Indirect energy includes maintenance activities that would result in long-term indirect energy consumption by equipment required to operate and maintain the roadway.

Direct energy consumption from mobile sources associated with the project was estimated using traffic model forecasts for VMT from the *Traffic Operations Analysis Report* and the *CT-EMFAC2021* air quality model, which provides estimated fuel consumption rates for baseline year 2021 and design year 2048. Estimated energy consumption in 2048 is considered to be the most conservative (i.e., highest) because population and employment are projected to be higher in that year than in any earlier year. Therefore, the energy consumption of the proposed project is compared to the projected 2048 baseline conditions, which assumes that limited baseline transportation improvements have occurred, and that the proposed project improvements were not implemented. The CT-EMFAC2021 model incorporates energy and conservation measures that were adopted as of 2021, but it does not consider policies that are not yet adopted. CT-EMFAC2021 uses average values of energy consumption for various vehicle types based on available data, and using the number of vehicle miles of travel, it is possible to calculate the energy consumption per vehicle miles of travel, and ultimately per day or per year.

To assess indirect energy use from the maintenance of the project facility, and the maintenance of vehicles using the facility, energy use factors were obtained from the Department's Energy and Transportation Systems Handbook, Appendix C. The I-215/McCall Boulevard interchange resource study area for the potential energy impacts is a subarea of the overall SCAG region and was defined by comparing year 2050 Regional Travel Demand Model forecasts of daily traffic

volumes using the highway network under the No-Build Alternative (Alternative 1) to one set of traffic volumes for future-year scenarios.

The 2024–2050 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, with a specific goal of achieving a 19 percent reduction in passenger vehicle emissions by 2035. Although the RTP/SCS is not technically an energy efficiency plan, consistency with the RTP/SCS has energy implications, including the reduction of VMT which reduces emissions and has the co-benefit of reducing fossil fuel consumption from travel to and from the Project Site. Since the Project would not result in an increase in trips or fuel usage over the baseline with incorporation of the road diet to mitigate VMT, it would be consistent with SCAG's RTP/SCS.

Implementation of the project would affect the use of energy resources in the study area during short-term construction and long-term operations.

Project operations would include implementation of intelligent transportation systems to help manage the efficiency of the existing highway system. Intelligent transportation systems are commonly referred to as electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

The analysis of project impacts is at the regional level. The following analysis discusses the direct and indirect energy use impacts.

Permanent Impacts

Build Alternative

Direct Energy Use (Mobile Sources)

The Project is not anticipated to have substantial energy impacts, as it will aid in relieving traffic congestion. Congested traffic conditions decrease fuel efficiency, and thus can increase fuel consumption. Since the Project is anticipated to improve traffic operations and relieve congestion, fuel consumption and energy impacts are expected to decrease.

Annual fuel consumption under the Build and No Build conditions for each analysis year was calculated by multiplying fuel consumption and fuel economy factors from CT-EMFAC2021 with the vehicle miles traveled (VMT) per vehicle type for the local roadway segments. Table 2.2.7-1 below shows the comparison of estimated VMT per scenario and the difference in operational fuel consumption. Operational fuel consumption was also converted into British thermal units (BTU)s based on conversion factors provided by the U.S. Energy Information Administration (US EIA, May 2021).

Table 2.2.7-1. Annual Operational Fuel/Energy Consumption

Analysis Year	Annual VMT	Annual Fuel Consumption		
		Diesel (gallons)	Gasoline (gallons)	Total Energy (BTU)
Existing/Baseline (2021)	34,989,018	1,621,582	1,857,511	2.25E+11
Design (2048) No Project	47,290,658	1,541,336	1,765,590	2.14E+11
% Change from Existing	26%	-5.21%	-5.21%	-5.21%
Design (2048) Build	44,890,658	1,463,114	1,675,987	2.03E+11

Analysis Year	Annual VMT	Annual Fuel Consumption		
		Diesel (gallons)	Gasoline (gallons)	Total Energy (BTU)
% Change from Existing	26%	-10.83%	-10.83%	-10.83%
% Change from No Build	-5.35%	-5.35%	-5.35%	-5.35%

CO_2 = carbon dioxide
Source: EMFAC2021- v1.0.2, I-215 and McCall Boulevard Interchange Project (PA/ED EA: Riv 08-1F700) Traffic Operations Analysis Report (2022) and Induced Travel Study for I-215 and McCall Boulevard Interchange Project (2023)

Annual VMT Volumes were calculated using the formula within the FHWA *Traffic Data Computation Method Pocket Guide* (2018). AADT Volumes for each roadway segment along I-215 and McCall Boulevard were multiplied by the roadway segment length in miles multiplied by 365 days per year.

As shown in Table 2.2.7-1, the No Build Alternative in 2048 would result in an increase in annual VMT; however, it is anticipated that there would be a decrease in fuel consumption when compared to Existing 2021 conditions due to more efficient vehicles and stricter emissions standards. Similarly, the Build Alternative in 2048 would also result in decreased fuel consumption when compared to Existing 2021 conditions. Under the Build Alternative, overall energy consumption would be approximately 5.35% less than under the No Build Alternative, and approximately 10.83% less than Existing. Based on this, the proposed Project would not result an increase in energy consumption but rather result in a decrease in energy expenditures.

Indirect Energy Use

Long-term maintenance of the various roadways within the project footprint would occur under either the build alternative and the No-Build Alternative. Indirect energy would be consumed by equipment and vehicles required for preventive and corrective maintenance. These activities would require gasoline and diesel equipment, such as trimmers and pavers. Light-duty work trucks would also be required for site access.

Regular maintenance of the I-215/McCall Boulevard interchange occurs under existing conditions and will continue under the No-Build Alternative. However, because the interchange would not be improved by the project, the frequency of required maintenance would likely increase under the No-Build Alternative, resulting in additional energy consumption. Newer and more fuel-efficient equipment and vehicles, including zero-emissions vehicles, will operate in the future due to energy policies and legislation. This more efficient maintenance fleet may reduce or offset additional energy consumption from increased maintenance activity under the No-Build Alternative, relative to existing conditions.

The improvements proposed under the build alternative would reduce the frequency of required maintenance, compared to the No-Build Alternative and existing conditions. Thus, implementation of the build alternative would reduce indirect maintenance energy compared to the No-Build Alternative and existing conditions.

No-Build Alternative

Direct Energy Use (Mobile Sources)

The No-Build Alternative would not result in any construction or other changes in traffic patterns which would change energy uses in the area. Energy uses would decrease compared to existing in the No Build scenario .

Indirect Energy Use

Regular maintenance of the I-215/McCall Boulevard interchange will continue under the No-Build Alternative. However, because the interchange would not be improved by the project, the frequency of required maintenance would likely increase under the No-Build Alternative, resulting in additional energy consumption. Newer and more fuel-efficient equipment and vehicles, including zero-emissions vehicles, will operate in the future due to energy policies and legislation. This more efficient maintenance fleet may reduce or offset additional energy consumption from increased maintenance activity under the No-Build Alternative, relative to existing conditions.

The No Build alternative would increase the frequency of required maintenance, compared to the Build Alternative. Thus, the No Build alternative would increase indirect maintenance energy compared to the Build Alternative.

Temporary Impacts

Build Alternative

Direct Energy (Construction)

Proposed Project construction would primarily consume diesel and gasoline through operation of heavy-duty construction equipment, material deliveries, and debris hauling. Fuel consumption was calculated by utilizing emissions results from the CalEEMod Construction Emissions Model. Table 2.2.7-2 below shows the estimated annual fuel consumption needed to construct the proposed Project. The diesel and gasoline fuel consumption estimates below are estimates if the Project were to be constructed with either all diesel equipment or all gasoline powered equipment, which is then converted into Total Energy anticipated to be spent by the Project during construction.

Table 2.2.7-2. Annual Construction Fuel Consumption

Construction Year	Annual Fuel Consumption		
	Diesel (gallons)	Gasoline (gallons)	Total Energy (BTU)
2026	62,202	71,252	8.57E+9
2027	92,412	105,857	1.27E+10
Total	**154,614**	**177,109**	**2.13E+10**

As indicated in Table 2.2.7-2, energy use associated with proposed Project construction is estimated to result in the short-term consumption of 154,614 gallons from diesel-powered equipment or 177,109 gallons from gasoline-powered equipment, which is a combined total of approximately 2.13E+10 BTUs consumed for construction. This represents a small demand on local and regional fuel supplies that would be easily accommodated, and this demand would cease once construction is complete. Moreover, construction-related energy consumption would be temporary and not a permanent new source of energy demand, and demand for fuel would have no noticeable effect on peak or baseline demands for energy. While construction would result in a short-term increase in energy use, construction design features would help conserve energy. For example, recycled materials will be used where feasible. Recycled products typically have lower manufacturing and transport energy costs since they do not utilize raw materials, which must be mined and transported to a processing facility. These energy conservation features

are consistent with SCAG's most recent RTP/SCS. Therefore, the Project would not result in an inefficient, wasteful, and unnecessary consumption of energy.

Indirect Energy Use

Gasoline or diesel consumption during construction were converted to BTU using the heat content of each fuel, as shown in Table 2.2.7-2. Table 2.2.7-2 summarizes the fuel consumption estimates and indirect energy required for construction of the build alternative.

The indirect energy consumed during construction of the build alternative would be temporary and would not result in a permanent increase in statewide annual energy consumption. Moreover, a Traffic Management Plan would be developed and implemented, which would reduce gasoline consumption by limiting traffic congestion and reducing the length of detours. Construction contractors would also be required to comply with state regulations.

No-Build Alternative

The No-Build Alternative would not result in any construction or other changes which would change energy uses in the project area. No direct or indirect construction related energy use would occur.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are proposed at this time.

2.3 Biological Environment

2.3.1 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed in the Threatened and Endangered Species section below. Wetlands and other Waters are also discussed below.

Affected Environment

This Natural Communities section is a summary of the information provided in the Natural Environment Study - Minimal Impacts prepared for the proposed project in March 2023. For the purposes of this analysis, a biological study area (BSA) was established and includes the maximum grading extent (both temporary and permanent) of the Build Alternative, plus a buffer area. The BSA measures approximately 5,280 feet from north to south, and measures approximately 3,745 feet from east to west at its widest point. The total area of the BSA is approximately 108.4 acres (see Figure 2.3.1-1).

Habitat Communities within the BSA

Land cover types within the BSA include urban/barren, disturbed annual grassland, and storm water channel. Table 2.3.1-1 lists the BSA vegetation communities and their total acreages.

Table 2.3.1-1: Vegetation/Land Use Within the Biological Study Area

Vegetation/Land Use	Total within the BSA (Acres)
Urban/Barren	66.3
Disturbed Annual Grassland	42
Storm Water Channel	0.43

Source: Natural Environment Study – Minimal Impacts, March 2023

Vegetation in the BSA does not include any sensitive plant communities.

Urban/Barren

The BSA includes the I-215/McCall Boulevard interchange with its associated on-ramps, auxiliary roads, and medians. Additionally, the BSA encompasses regional business center developments and parking lots both east and west of I-215, as well as the intersection of McCall Boulevard and Sun City Boulevard. Surface cover within this land type includes concrete, asphalt, and compacted dirt. Urban/Barren areas within the BSA lack vegetative cover.

Disturbed Annual Grassland

Within the BSA, disturbed annual grassland primarily occurs between I-215 and its on-ramps from McCall Boulevard. Additionally, disturbed annual grassland is present within two lots north of

McCall Boulevard and east of I-215. Grasslands are also present along the shoulders of I-215. Grasslands within the BSA had been recently mowed and species identification was not possible. However, given the regular disturbance of annual grassland community and other grass species found in the area, it is anticipated that this habitat community is dominated by an invasive, non-native grass. Disturbed annual grasslands contained infrequent mammal burrows occupied by a species of ground squirrel.

Storm Water Channel

The BSA contains approximately 650 linear feet of the Sun City Channel, a concrete-lined channel that collects stormwater runoff. The channel approaches I-215 from the east, south of McCall Boulevard, where it goes underground. The channel reappears north of the intersection between Bradley Road and McCall Boulevard, where it continues west toward Salt Creek and subsequently Canyon Lake.

Environmental Consequences

Build Alternative

Direct Impacts

Habitats are considered to be of special concern based on federal, state, or local laws regulating their development; limited distributions; and/or the habitat requirements of special-status plants or animals occurring on site. The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) identifies the disturbed annual grassland habitat north of McCall Boulevard and east of I-215 as a Burrowing Owl Survey Area as well as a Narrow Endemic Plant Species Survey Area. These determinations are based off of the MSHCP's estimations of local habitat types, and surveys are required for special status species that have the potential to occur in these areas. No other land cover types within the BSA have been identified as natural communities of special concern. Wetlands and waters of the U.S. are also considered sensitive by both federal and State agencies. The Sun City Channel is tributary to Salt Creek and eventually Canyon Lake, and thus qualifies as a water of the U.S and state; however, the storm water channel present within the BSA will not be impacted by Project-related activities. Therefore, no Project-related impacts to habitats and natural communities of special concern are anticipated.

Indirect Impacts

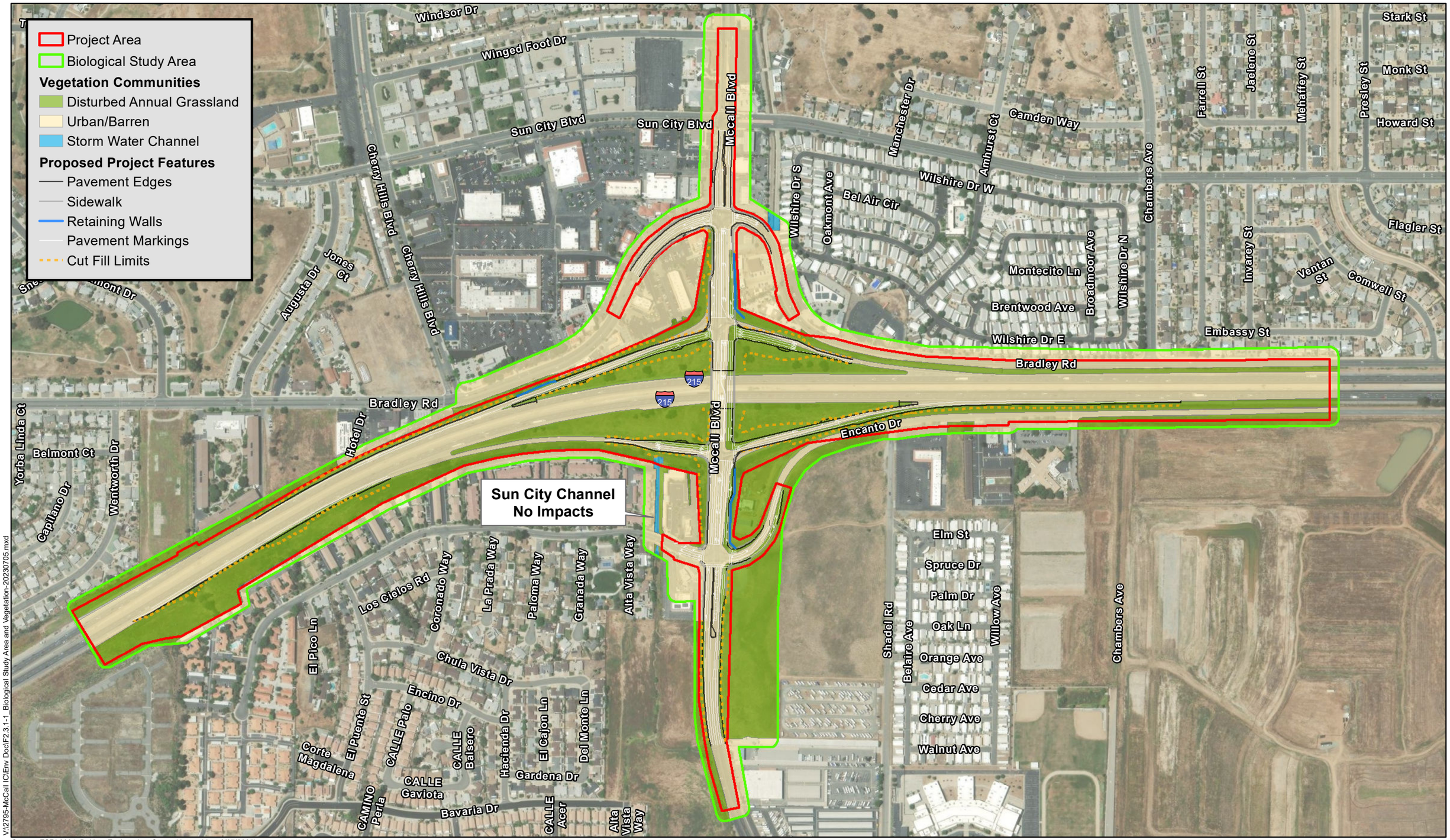
As no direct impacts to habitats and natural communities of special concern are anticipated, implementation of the project is not anticipated to result in any indirect impacts.

No-Build Alternative

Since the No-Build Alternative does not include construction, no adverse impacts would occur to natural communities.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are proposed.



V:\2795-McCall IC\Env Doc\F2.3.1-1_Biological Study Area and Vegetation-20230705.mxd

Source: ESRI 2021. Dokken Engineering. Created by zachl on 2/27/2025).

1 inch = 500 feet

0 500 1,000 1,500 2,000 Feet

FIGURE 2.3.1-1
Biological Study Area and Vegetation
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700)
City of Menifee, Riverside County, California

2.3.2 Wetlands and other Waters

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (33 USC 1344), is the primary law regulating wetlands and surface waters. One purpose of the Clean Water Act is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce.

Section 404 of the Clean Water Act establishes a regulatory program which is run by the U.S. Army Corps of Engineers with oversight by the U.S. Environmental Protection Agency. Certain permits require the identification of a "least environmentally damaging practicable alternative" to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, Executive Order 11990 states that a federal agency, such as FHWA and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and (2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Alternative Finding must be made.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board, the Regional Water Quality Control Boards and the California Department of Fish and Wildlife. Water Board definitions of Waters of the State are also outlined in the State Water Resources Control Board Procedures for Discharges of Dredge or Fill Material to Waters of the State. Waters of the U.S. are a subset of waters of the state. In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify the California Department of Fish and Wildlife before beginning construction. If the California Department of Fish and Wildlife determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required.

The Regional Water Quality Control Boards were established under the porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by waste discharge requirements and may be required even when the discharge is already permitted or exempt under the Clean Water Act. In compliance with Section 401 of the Clean Water Act, the State Water Resources Control Board (for projects that span more than one Water Board region) and Regional Water Quality Control Boards also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request.

Affected Environment

This Wetlands and Other Waters section is a summary of the information provided in the Natural Environment Study - Minimal Impacts prepared for the proposed project in March 2023. The Sun City Channel, a water of the U.S. and state, is the only water feature present within the BSA.

The Sun City Channel is tributary to Salt Creek and eventually Canyon Lake, and thus qualifies as a water of the U.S and state; however, this feature is concrete lined and lacks characteristics of a natural stream or lake such as riparian vegetation or connectivity with other hydrophytic habitats.

Environmental Consequences

Build Alternative

Direct Impacts

The Sun City Channel, a water of the U.S. and state, is the only water feature present within the BSA (see Figure 2.3.1-1). The Project is not anticipated to have any temporary or permanent impacts to waters of the U.S. and State. The City would obtain the appropriate permits for this Project, including a National Pollutant Discharge Elimination System (NPDES) Permit from RWQCB. There would be no impacts to wetlands or waters and no mitigation for wetlands or waters will be required as a result of this Project.

Indirect Impacts

As no direct impacts to wetlands and other waters are anticipated, implementation of the project is not anticipated to result in any indirect impacts.

No-Build Alternative

The No-Build Alternative does not propose any construction or other disturbance in the project area. Therefore, the No-Build Alternative would not result in adverse impacts related to wetlands and other waters of the United States.

Avoidance, Minimization, and/or Mitigation Measures

The following Avoidance and Minimization, Measures will be incorporated into the Project design and Project construction as general construction guidelines to reduce potential impacts to water resources within the BSA:

BIO-3: Best Management Practices (BMPs) will be incorporated into Project design and Project management to minimize impacts on the environment including erosion and the release of pollutants (e.g. oils, fuels):

- Exposed soils and material stockpiles would be stabilized, through watering or other measures, to prevent the movement of dust at the Project site caused by wind and construction activities such as traffic and grading activities;
- All construction roadway areas would be properly protected to prevent excess erosion, sedimentation, and water pollution. Any necessary equipment washing must occur where the water cannot flow into other water bodies;
- All vehicle and equipment fueling/maintenance would be conducted outside of any surface waters;
- Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous shall be prevented from contaminating the soil or entering surface waters;

- All erosion control measures and storm water control measures would be properly maintained until the site has returned to a pre-construction state;
- All construction materials would be hauled off-site after completion of construction;

BIO-4: A chemical spill kit must be kept onsite and available for use in the event of a spill.

2.3.3 Plant Species

Regulatory Setting

The U.S. Fish and Wildlife Service has regulatory responsibility for the protection of federally listed special-status plant species. “Special status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act.

At the state level, the California Department of Fish and Wildlife has regulatory responsibility for special-status plant species protected by the California Endangered Species Act.

Please see the Threatened and Endangered Species section in this document for detailed information about these species.

This section of the document discusses all other special-status plant species, including U.S. Fish and Wildlife Service candidate species, California Department of Fish and Wildlife species of special concern, and California Native Plant Society rare plants.

Affected Environment

This Plant Species section is a summary of the information provided in the Natural Environment Study - Minimal Impacts prepared for the proposed project in March 2023.

Prior to field surveys, a list of regional special status plant species with potential to occur within the Project vicinity was compiled from database searches. The potential for each species to occur within the BSA was determined by analyzing the habitat requirements of each species and comparing the habitat requirements to available habitat within the BSA.

Table 2.3.3-1 provides a list of all plant species that were identified during the botanical surveys of the BSA.

Table 2.3.3-1: Plant Species Observed within the Biological Study Area

Scientific Name	Common Name
Washingtonia robusta	Mexican fan palm
Eucalyptus globulus	Blue gum eucalyptus
Nerium oleander	Oleander
Schinus molle	Peruvian pepper tree
Olea europaea	Olive tree
Croton setiger	Dove weed
Helianthus sp.	Sunflower

Heterotheca grandiflora	Telegraph weed
Parkinsonia aculeata	Mexican Palo verde
Salsola australis	Russian thistle
Pinus sp.	Pine sp.
Bromus diandrus	Ripgut brome
Bromus tectorum	Cheatgrass
Hordeum vulgare	Common barley

Source: Natural Environment Study - Minimal Impacts, March 2023

The BSA falls within a Narrow Endemic Plant Species Survey Area (Munz's onion, San Diego ambrosia, many-stemmed dudleya, spreading navarretia, California Orcutt grass, Wright's trichocoronis) of the MSHCP, which aims to preserve individual plant species via the conservation of their associated habitat. The Narrow Endemic Plants of interest that were estimated to occur within the Project BSA include spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichocoronis wrightii var. wrightii*). The potential for each species to occur within the BSA was determined by analyzing the habitat requirements of each species and comparing the habitat requirements to available habitat within the BSA.

Environmental Consequences

Build Alternative

Direct Impacts

After a careful comparison between habitat requirements and the habitat available within the BSA, the three Narrow Endemic Plant species are presumed to be absent from the Project area due to a lack of suitable habitat as well as an absence of local occurrences. In addition, no special status plants were determined to have potential to occur within the BSA. No impacts to Narrow Endemic Plant species or special status species are anticipated as a result of this Project.

Indirect Impacts

As no direct impacts to plant species are anticipated, implementation of the project is not anticipated to result in any indirect impacts.

No-Build Alternative

The No-Build Alternative does not propose any construction or other disturbance in the project area. No adverse impacts to special status plant species would occur.

Avoidance, Minimization, and/or Mitigation Measures

There are no special status plant species. No avoidance, minimization and/or mitigation measures are required.

2.3.4 Animal Species

Regulatory Setting

Federal laws and regulations relevant to wildlife include the following:

- NEPA

- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

The U.S. Fish and Wildlife Service and NOAA Fisheries are responsible for implementing these laws.

State laws and regulations relevant to wildlife include the following:

- CEQA
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

The California Department of Fish and Wildlife are responsible for implementing these laws.

This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the Federal Endangered Species Act or the California Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Species Section. All other special-status animal species are discussed here, including U.S. Fish and Wildlife Service or NOAA Fisheries candidate species and California Department of Fish and Wildlife fully protected species and species of special concern.

Affected Environment

This Animal Species section is a summary of the information provided in the Natural Environment Study - Minimal Impacts prepared for the proposed project in March 2023. Table 2.3.4-1 provides a list of the animal species observed during field surveys of the BSA.

Table 2.3.4-1: Animal Species Observed Within the Biological Study Area

Scientific Name	Common Name
Zenaida macroura	Mourning dove
Scuiridae	Ground squirrel sp.
Accipiter cooperii	Cooper's hawk

Source: Natural Environment Study - Minimal Impacts, March 2023

Prior to field surveys, a list of regional special status animal species with potential to occur within the Project vicinity was compiled from database searches (Appendix F). The potential for each species to occur within the BSA was determined by analyzing the habitat requirements of each species and comparing the habitat requirements to available habitat within the BSA. After a careful comparison between habitat requirements and the habitat available within the BSA, western burrowing owl (*Athene cunicularia*) is the only special status animal species determined to have potential to occur within the BSA, and is discussed further in Section 2.3.5 below.

Environmental Consequences

Build Alternative

Direct Impacts

After a careful comparison between habitat requirements and the habitat available within the BSA, the all special status animal species are presumed to be absent from the Project area due to a

lack of suitable habitat as well as an absence of local occurrences with exception of western burrowing owl. In addition, no special status animals were determined to have potential to occur within the BSA. No impacts to special status species are anticipated as a result of this Project.

Indirect Impacts

As no direct impacts to animal species are anticipated, implementation of the project is not anticipated to result in any indirect impacts.

No-Build Alternative

The No-Build Alternative does not propose any construction or other disturbance in the project area. Therefore, the No-Build Alternative will not result in any adverse impacts related to special status animal species.

Avoidance, Minimization, and/or Mitigation Measures

To minimize and avoid potential impacts to local wildlife, the following Avoidance and Minimization Measures **BIO-6** through **BIO-9** have been incorporated into the Project.

BIO-6: All food-related trash must be disposed into closed containers and must be removed from the Project area daily. Construction personnel must not feed or otherwise attract wildlife to the Project area.

BIO-7: The contractor must not apply rodenticide or herbicide within the Project area during construction.

BIO-8: If any wildlife is encountered during the course of construction, said wildlife shall be allowed to leave the construction area unharmed.

Native birds are protected by the MBTA and CFG Code Section 3513. The implementation of Avoidance and Minimization Measure **BIO-9** would avoid all potential impacts to migratory birds.

BIO-9: Prior to vegetation removal or initial ground disturbance during the nesting bird season (February 1st – September 30th) a pre-construction nesting bird survey must be conducted by a Project biologist prior to the start of work. The nesting bird survey must include the Project area plus a 300-foot buffer. Within 2 weeks of the nesting bird survey, all areas surveyed by the biologist must be cleared by the contractor or a supplemental nesting bird survey is required.

A minimum 100 foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300 foot no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the buffer area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the Project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the Project biologist and approved by CDFW

2.3.5 Threatened and Endangered Species

Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies are required to consult with the U.S. Fish and Wildlife Service and NOAA Fisheries to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species.

California has enacted a similar law at the state level, the California Endangered Species Act, California Fish and Game Code Section 2050, et seq. The California Endangered Species Act emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the U.S.

Affected Environment

This Threatened and Endangered Species section is a summary of the information provided in the Natural Environment Study - Minimal Impacts prepared in March 2023.

There are 17 federally listed species that were returned via preliminary database searches for the Project (Appendix F). They are on table 2.3.5-1 below.

Table 2.3.5-1: Federally Threatened and Endangered Species Potential

Species Name	Federal Status	Potential	Determination
Southern California steelhead DPS (*Oncorhynchus mykiss*)	Endangered	Absent	No Effect
Western snowy plover (*Charadrius nivosus nivosus*)	Threatened	Absent	No Effect
San Bernardino Merriam's kangaroo rat (*Dipodomys merriami parvus*)	Threatened	Absent	No Effect
Stephen's kangaroo rat (*Dipodomys stephensi*)	Endangered	Absent	No Effect
Coastal California gnatcatcher (*Polioptila californica californica*)	Threatened	Absent	No Effect
Least Bell's vireo (*Vireo bellii pusillus*)	Endangered	Absent	No Effect
Southwestern willow flycatcher (*Empidonax traillii extimus*)	Endangered	Absent	No Effect
Southwestern Pond Turtle (*Actinemys pallida*)	Proposed Threatened	Absent	No Effect
Monarch Butterfly (*Danaus plexippus*)	Proposed Threatened	Absent	No Effect
Quino checkerspot butterfly (*Euphydryas editha quino*)	Endangered	Absent	No Effect

Species Name	Federal Status	Potential	Determination
Riverside fairy shrimp (*Streptocephalus woottoni*)	Endangered	Absent	No Effect
Vernal pool fairy shrimp (*Branchinecta lynchi*)	Threatened	Absent	No Effect
California Orcutt grass (*Orcuttia californica*)	Endangered	Absent	No Effect
Munz's onion (*Allium munzii*)	Endangered	Absent	No Effect
Nevin's Barberry (*Berberis nevinii*)	Endangered	Absent	No Effect
San Diego ambrosia (*Ambrosia pumila*)	Endangered	Absent	No Effect
San Jacinto Valley crownscale (*Atriplex coronata var. notatior*)	Endangered	Absent	No Effect
Slender-horned spineflower (*Dodecahema leptoceras*)	Endangered	Absent	No Effect
Spreading navarretia (*Navarretia fossalis*)	Threatened	Absent	No Effect
Thread-leaved brodiaea (*Brodiaea filifolia*)	Threatened	Absent	No Effect

Source: Natural Environment Study - Minimal Impacts, March 2023

There are 11 state listed species that were returned via preliminary database searches for the Project on Table 2.3.5-2 below.

Table 2.3.5-2: State Threatened and Endangered Species Potential

Species Name	State Status	CDFW Status	Determination
bald eagle (*Haliaeetus leucocephalus*)	Endangered	n/a	No Potential
California Orcutt grass (*Orcuttia californica*)	Endangered	n/a	No Potential
Crotch's bumble bee (*Bombus crotchii*)	Candidate Endangered	n/a	No Potential
Least Bell's vireo (*Vireo bellii pusillus*)	Endangered	n/a	No Potential
Munz's onion (*Allium munzii*),	Threatened	n/a	No Potential
San Bernardino kangaroo rat (*Dipodomys merriami parvus*),	Candidate Endangered	Species of Special Concern	No Potential
slender-horned spineflower (*Dodecahema leptoceras*)	Endangered	n/a	No Potential
Stephen's kangaroo rat (*Dipodomys stephensi*),	Threatened	n/a	No Potential
thread-leaved brodiaea (*Brodiaea filifolia*)	Endangered	n/a	No Potential
tricolored blackbird (*Agelaius tricolor*)	Threatened	Species of Special Concern	No Potential
western burrowing owl (*Athene cunicularia hypugaea*)	State Candidate for Listing	Species of Special Concern	Low to Moderate Potential

Source: Natural Environment Study - Minimal Impacts, March 2023

Additionally, there has been no communication with the USFWS or with the National Oceanic and Atmospheric Administration's (NOAA) Fisheries regarding the FESA. The project site is located outside of NOAA Fisheries jurisdiction; therefore, a NOAA Fisheries species list is not required and no effects to NOAA Fisheries species are anticipated. As discussed in Section 2.3.4 Animal Species, the project site is not located within Federally designated Critical Habitat and consultation with USFWS pursuant to the FESA for the loss or adverse modification to Critical Habitat would not be required.

Western burrowing owl (*Athene cunicularia*) is the only special status animal species listed as a determined to have potential to occur within the BSA:

Burrowing Owl

The burrowing owl is a State Candidate for Listing on the California Endangered Species Act, a CDFW Species of Special Concern, and a USFWS Migratory Nongame Bird of Management Concern; however, it is not a federally listed species. Burrowing owls were historically common throughout much of California; however, due to habitat degradation and urbanization, populations have been drastically reduced. The owl is a migrant or yearlong resident occupying disturbed open, arid habitats, particularly grasslands, deserts, and abandoned agricultural areas. The species requires friable soils for burrow construction and an adequate prey base (Zeiner et al. 1988-1990). Burrowing owls rely on California ground squirrels and other fossorial mammals for burrow construction. Although active throughout the day, burrowing owls mainly forage nocturnally for small vertebrate and invertebrate prey including mammals, lizards, birds, and beetles (Shuford 2008). Burrowing owl nests can be identified by the presence of owl excrement, pellets, debris, grass, and feathers in the vicinity of a burrow. Human development threatens burrowing owl populations by reducing available nesting habitat and decreasing rodent populations, which serve as the owl's main food source.

Environmental Consequences

Build Alternative

Direct Impacts

According to the NES-MI, threatened and endangered species listed within the USFWS Information System were not observed within the BSA during any of the field surveys. As described in Tables 2.3.5-1 and 2.3.5-2, the BSA does not provide suitable habitats for any of the listed species within the BSA, with exception of western burrowing owl.

Burrowing Owl

The Project area includes land that is identified in the MSHCP as potential burrowing owl habitat and requires a focused survey in accordance with the MSHCP plan (Section 6.3.2 of the MSHCP) if suitable habitat is present. Preliminary focused surveys of the BSA did not identify any active burrows in the vicinity of the Project area. With the implementation of the appropriate avoidance and minimization measures, Project impacts to burrowing owl are not anticipated. A preconstruction survey will be conducted prior to initial construction activities following the CDFW *Staff Report on Burrowing Owl Mitigation* (2012 Staff Report; CDFG 2012).

Therefore, implementation of the Build Alternative would not lead to any direct or indirect impacts to the listed threatened and endangered species. As such, it was determined by Caltrans that the Build Alternative would have "no effect" on the listed threatened and endangered species.

Indirect Impacts

As no direct impacts to threatened and endangered species are anticipated, implementation of the project is not anticipated to result in any indirect impacts.

No-Build Alternative

The No-Build Alternative does not propose any construction or other disturbance in the project area. Therefore, the No-Build Alternative will not result in any adverse impacts related to threatened and endangered species.

Avoidance, Minimization, and/or Mitigation Measures

There are no impacts to threatened and endangered species; however, the following avoidance and minimization measures would be implemented to minimize potential impacts to burrowing owls:

BIO-1: Every individual working on the Project must attend a biological awareness training session delivered by a biologist. This training program shall include information regarding the sensitive habitats and special-status species occurring or potentially occurring within the Project area, and the importance of avoiding impacts to these species and their habitat.

BIO-2: A qualified project biologist shall conduct pre-construction, take-avoidance surveys for burrowing owls no earlier than 14 days prior to ground-disturbing activities within the construction area, or if time lapses between project activities for 14 days or more, subsequent pre-construction avoidance surveys, including, but not limited to an additional survey within 24 hours of ground-disturbing activities shall be conducted. Focused burrowing owl surveys shall be conducted in accordance with the Staff Report on Burrowing Owl Mitigation (2012 Staff Report; CDFG 2012), with the exception of the survey buffers, which follows the California Burrowing Owl Consortium (1993). Surveys shall be conducted by walking 20-meter transects. Pre-construction surveys shall be conducted within a reasonable buffer around the area, generally 150 meters (492 feet). If burrowing owl, including any active burrowing owl burrows, are not found during the pre-construction survey, no further action is required.

If pre-construction focused burrowing owl surveys determine that burrowing owls occupy the project area, a tiered approach referred to as an Avoidance and Relocation Strategy shall be implemented to avoid burrowing owls, relocate burrowing owls, and prevent recolonization of areas (where needed, such as construction and/or substation areas) by burrowing owls. These methods generally adhere to the recommendations contained in the Staff Report on Burrowing Owl Mitigation currently used by CDFW to guide burrowing owl mitigation measures.

If burrowing owls occupy the project area, including within the 150-meter buffer, the qualified project biologist will evaluate each occupied burrow to determine whether the proposed project is likely to directly impact or substantially indirectly impact the burrow such that injury or death of a burrowing owl could occur. Avoidance buffers can be implemented to avoid direct and substantial indirect impacts to owl burrows and individuals. A substantial indirect impact would be a situation where even though the burrow is not directly impacted during construction, the construction activities could potentially cause injury or mortality of owls, including from collisions with nearby

construction equipment, vehicles, fences, or walls. The project biologist will have discretion in determining whether an indirect impact is substantial.

Avoidance buffers shall be strictly required for occupied nest burrows so that nesting activities are not disturbed and nesting pairs have the opportunity to rear and successfully fledge young. Per the guidelines outlined by the Staff Report on Burrowing Owl Mitigation, a standard minimum avoidance buffer ranging between 200 meters (656 feet) and 500 meters (1,640 feet) will be initially applied to occupied nest sites between April 1 and October 15. Burrows will be monitored by the project biologist to determine if a smaller buffer would be adequate to protect the active nest site. A smaller buffer may be implemented, but only after consultation with and approval from CDFW.

If avoidance of occupied burrowing owl burrows is not possible, and removal of occupied burrows is unavoidable, passive relocation methods are to be used by the biological monitors to move the owls out of the impact zone. One-way doors are to be installed in the entrances of occupied burrows. This will allow any animals inside to leave the burrow, but will exclude any animals from re-entering the burrow. A period of at least one week is required after the installation of one-way doors relocation effort to allow the birds to leave the impacted area before construction can begin. Each burrow must be scoped to ensure no burrowing owls remain within the burrows before excavation can begin. The burrows should then be excavated by hand and filled in to prevent reuse. Any potentially suitable unoccupied burrows in the path of construction must also be scoped and collapsed prior to the installation of the one-way doors to prevent the burrowing owls from relocating within the project area.

The removal of active burrows on- site requires construction of new burrows or the enhancement of existing unsuitable burrows (i.e., enlargement or clearing of debris) at least one week prior to passive relocation efforts. Burrow mitigation will occur at a ratio of 2:1 at least 50 m (164 ft) from the impacted area but within 80 m (262 ft) of the current burrows. Burrows must be constructed as part of the above-described relocation efforts and be completed before relocation efforts begin.

Compensatory burrow construction should occur at least 7 days prior to passive owl relocation and should be located at least 50 m (164 ft) from the project area and literature suggests that burrowing owls are more likely to voluntarily relocate to artificial burrows installed within 75 m (246 ft) of their old burrows (Trulio 1995). Burrowing owls are semi-colonial and have a preference for sites with multiple burrow options and other resident burrowing owls in the vicinity. Artificial burrows should be installed in pairs 165 to 250 ft away from the currently occupied burrows with approximately 30 ft between paired burrows. The habitat around the artificial burrow sites is very similar to the area around the natal burrows and is expected to provide the same quality of foraging habitat. The exact location of each burrow will be determined in the field to ensure the burrows are placed in the best possible micro-topography to prevent flooding and allow resident owls optimal foraging opportunities and safety from predators.

Artificial burrows should be constructed of plastic parts to increase longevity and reduce construction time. Burrow design should be consistent with the recommendations of the Global Owl Project: Users Guide to Installation of Artificial Burrows for Burrowing Owls (Johnson 2010). The main nest chamber of each burrow should consist of half a 55 gallon plastic drum or similar with one or two access tunnels. The floor of the nest

chamber should be approximately 3 ft below ground level. The access tunnels should be constructed of either 4 or 6 inch diameter flexible drain pipe. If 6 inch diameter pipe is selected, a 2 inch strip along the bottom of the pipe should be removed to provide a level walking surface for resident owls. Access tunnels should be approximately 6 to 10 ft long and be installed with a vertical shallow s-bend to prevent water from flooding the nest chamber. Each access tunnel should also be installed with at horizontal bend to provide the necessary darkness within the nest chamber and should gently slope down along the entire length of the tunnel. Nest entrances should be designed to provide protection from predation. The entrances to artificial burrows should be constructed of 6 inch diameter pipe tapering to a 4 inch diameter pipe approximately 12 inches from the entrance or should include a 4 inch diameter predator exclusion collar at this location instead. This will allow multiple owls to enter the tunnels quickly while still excluding common mammalian predators like skunks. Entrances should also be "armored" by surrounding them with rocks or concrete pieces and sleeved in hard PVC pipe to discourage excavation by coyotes or domestic dogs.

Short perches (< 2 ft) should also be installed in front of each artificial burrow. This will provide an area for resident owls to watch for predators and forage. Tall perches are unsuitable as they encourage other avian species to utilize them. Perches can be a short post or be made from locally sourced dead branches. Perches should always be located in front of a burrow entrance to allow resident owls to check for predators before leaving the burrow.

The status of burrowing owls surrounding the project area will be monitored periodically during construction. The focus of the periodic monitoring will be to ensure that no burrowing owls have relocated to the project area and that burrowing owls in adjacent natural and artificial burrows are not being affected by project activities. If it is determined that resident owls are being impacted, shelter in place strategies such as building a hay-bale screen between the burrows and construction may be employed.

The project area and the artificial burrows will be monitored during the breeding season the year after passive relocation efforts take place. The focus of the monitoring effort will be to determine if burrow relocation was successful at the site. Artificial burrows and any potentially occupied burrows should be continuously observed for one hour from a distance of approximately 30 m (100 ft) so as not to intimidate burrowing owls from emerging or returning to the burrow. Alternately, the entrance of each observed burrow should be swept clean and checked after 24 hours for evidence of burrowing owl activity.

2.3.6 Invasive Species

Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the U.S. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." FHWA guidance issued August 10, 1999, directs the use of the State's invasive species list, maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the NEPA analysis for a proposed project.

Affected Environment

This Invasive Species section is a summary of the information provided in the Natural Environment Study - Minimal Impacts prepared for the proposed project in March 2023.

Highway corridors provide opportunities for the movement of invasive species through the landscape. Invasive plants can be moved from site to site during spraying and mowing operations. Weed seed can be inadvertently introduced into the corridor on equipment during construction and through the use of mulch, imported soil or gravel, and sod. Some invasive plant species might be deliberately planted in erosion control, landscape, or wildflower projects. Highway rights-of-way provide ample opportunity for weeds in adjacent land to spread along corridors that, on a national scale, span millions of miles of highway.

The project has the potential to spread invasive species to adjacent native habitats in the BSA by the entering and exiting of construction equipment, the inclusion of invasive species in seed mixtures and mulch, and improper removal and disposal of invasive species so that seed is spread along the highway.

Environmental Consequences

Build Alternative

Direct Impacts

The Build Alternative has the potential to spread invasive species to adjacent native habitats in the BSA by construction equipment contaminated by invasive species, the inclusion of invasive species in seed mixtures and mulch, and by the improper removal and disposal of invasive species so that seed is spread within the project study area. Each of these potential impacts will be avoided or minimized through the incorporation of current standards and BMPs. A list of BMPs proposed to be used for this project is provided under Measure BIO-5, below.

Indirect Impacts

As no direct impacts to invasive species are anticipated, implementation of the project is not anticipated to result in any indirect impacts.

No-Build Alternative

The No-Build Alternative does not propose any construction or other disturbance in the project area. Therefore, the No-Build Alternative would result in no adverse impacts related to invasive species.

Avoidance, Minimization, and/or Mitigation Measures

The following Avoidance and Minimization Measure will be implemented to minimize impacts associated with invasive species:

BIO-5: Prior to arrival at the Project site and prior to leaving the Project site, construction equipment that may contain invasive plants and/or seeds will be cleaned to reduce the spreading of noxious weeds.

Chapter 3 – California Environmental Quality Act Evaluation

3.1 Determining Significance Under CEQA

The proposed project is a joint project by Caltrans and the FHWA and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA. FHWA's responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans. Caltrans is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement, or a lower level of documentation, will be required. NEPA requires that an Environmental Impact Statement be prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an Environmental Impact Statement, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report must be prepared. Each and every significant effect on the environment must be disclosed in the Environmental Impact Report and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an Environmental Impact Report. See the SER, Volume 1, Chapter 36, "Environmental Impact Reports" for more information. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.2 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. The words “significant” and “significance” used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 in order to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

3.2.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

CEQA Significance Determinations for Aesthetics

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact—There are no scenic vistas associated with the project site. Therefore, scenic vistas would not be affected during construction or operation as a result of the proposed project, and there would be no impact.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact— The proposed project is not located within or adjacent to a scenic highway. Because it is not listed as a scenic highway, there would be no impact to scenic highways.

The proposed project would not change the overall viewer experience associated with the corridor. This is because the existing visual character of the project corridor would not be substantially altered, the existing visual quality of the project corridor would not be degraded or negatively affected by the proposed project during construction and operation due to compliance with the Caltrans Highway Design Manual, Standard Specifications, the Measures included in Section 2.1.7. Therefore, there would be no impacts.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage

point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact—The proposed project falls within an urbanized area; however, it would not conflict with applicable zoning and other regulations governing scenic quality associated with an urbanized area. The visual character of the existing bridge would be altered by the proposed project, however those changes in visual character would remain compatible with the existing visual character of the corridor.

The proposed project would not change the overall viewer experience associated with the site, and the proposed bridge would continue to function as a connection between areas to the east and west of the project corridor. Overall, the existing visual character of the project corridor would not be substantially altered, the existing visual quality of the project corridor would not be degraded or negatively affected by the proposed project during construction and operation with compliance with the Caltrans Highway Design Manual, Standard Specifications, and Measures included in Section 2.1.7. Implementation of the avoidance and minimization measures **VIS-1** through **VIS-5** would help to further reduce visual impacts associated with the proposed project. Therefore, impacts would be less than significant.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact— Night work may be required depending upon site-specific conditions and any required I-215 closures during construction. Any night work would be conducted in compliance with Caltrans Standard Specifications which requires that temporary illumination be installed in a manner that the illumination and the illumination equipment do not interfere with public safety and according to the **VIS-1** Measure in Section 2.1.8. Therefore, Caltrans, working with contractors, would make sure that no lighting is aimed in a manner that would affect roadway users traveling at night during construction. There are existing streetlights along the project corridor, and any new streetlights would be appropriately shielded and consistent with the City of Menifee and Riverside County lighting guidelines and standards. Therefore, nighttime lighting levels associated with the project corridor would not be affected. The amount of new pavement that would be introduced would be minor and would result in a negligible increase in daytime glare that would not be perceptible during operation. Therefore, impacts would be less than significant.

Avoidance, Minimization, and Mitigation Measures:

The Project will implement avoidance and minimization Measures **VIS-1** through **VIS-5** included in Section 2.1.8.

3.2.2 Agriculture and Forest Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

CEQA Significance Determinations for Agriculture and Forest Resources

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact—There is no Important Farmland (Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance), in the vicinity of the proposed project. Therefore, there would be no impact.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact—There is no existing zoning for agricultural use or Williamson Act land in the vicinity of the proposed project. Therefore, there would be no impact.

c) Would the project conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by

PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact— There is no forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)), in the vicinity of the proposed project. Therefore, there would be no impact.

d) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use?

No Impact—There is no existing farmland or forestland in the vicinity of the proposed project. Therefore, there would be no impact.

Avoidance, Minimization, and Mitigation Measures:

No avoidance minimization or mitigation measure are required for Agriculture and Forest Resources.

3.2.3 Air Quality

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

CEQA Significance Determinations for Air Quality

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact—The proposed project is located in the South Coast Air Basin and is within the jurisdiction of the SCAQMD. The proposed project would not interfere with any of the control measures set forth in SCAQMD's 2022 Air Quality Management Plan. The project is a capacity-increasing project, and is included in SCAG's conforming 2024-2050 Connect SoCal and 2023 Federal Transportation Improvement Program. Therefore, the project would also comply with the SIP. The project would not conflict with or obstruct implementation of applicable air quality plans and there would be a less than significant impact.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant— As shown in Table 2.2.5-1 in Section 2.2.5, the area is in nonattainment for CAAQS for O_3, $PM_{2.5}$, and lead; and is in nonattainment for NAAQS for O3, PM_{10}, and $PM_{2.5}$. During construction, there would be air emissions from the use of construction equipment and vehicles powered by gas and diesel, and dust from earthmoving activities such as trenching and grading. Table 2.2.5-10 in Section 2.2.5 of the EA shows the total estimated construction-related criteria pollutants for the Build Alternative. The proposed project would also generate pollutants during construction, even with BMPs implemented. There would be temporary increases in criteria pollutants during construction, but they would be less than significant because of the limited duration of construction and with the implementation of BMPs including measures **AQ-1**, **AQ-2**, and **BCM-03** in Section 2.2.5.

Per Tables 2.2.5-8 and 2.2.5-9 in Section 2.2.5, overall, the Build Alternative would have substantially lower operational emissions when compared to existing/baseline conditions due to reduction in congestion and improvements in vehicle fleet emissions over time. The Build Alternative would also have lower emissions compared to No-Build conditions for each study year. This is due to a greater reduction in VMT with the road diet project in the Build Alternative compared to the No Build Alternative. Therefore, due to the temporary construction emissions, there would be a less than significant impact.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact— Sensitive receptors are children, elderly, people with asthma, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. Sensitive receptors are typically associated with schools, residential dwellings, daycare centers, hospitals, and senior-care facilities. The Project is located near sensitive receptors, including residences, medical facilities, and open space/parks, which are within 500 feet of the project.

The Build Alternative would not exceed existing conditions for criteria pollutants or MSATs, or exceed the SCAQMD's recommended thresholds for construction emissions. Air quality conditions for sensitive receptors are not expected to worsen. These sensitive receptors currently exist and the Build Alternative would not expose sensitive receptors to substantially more pollutant concentrations that could occur near the project area compared to the existing or No Build Alternative. Therefore, there would be a less than significant impact.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact—Construction activities could generate fugitive dust from the operation of construction equipment. There are residences, commercial businesses, medical facilities, and open space/parks in the vicinity of the project; however, the largest concentration of people would be travelers passing though the construction zone. The project would comply with construction standards adopted by SCAQMD, as well as Caltrans Standard Measures and Best Management Practices for minimizing air pollutants during construction. The project would not introduce new odors that are not already associated with existing traffic once constructed. Therefore, impacts would be less than significant.

Avoidance, Minimization, and Mitigation Measures:

The Project will implement BMPs including measures **AQ-1**, **AQ-2**, and **BCM-03** in Section 2.2.5.

3.2.4 Biological Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

CEQA Significance Determinations for Biological Resources

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service of NOAA Fisheries (NMFS)?

Less Than Significant Impact—There are 11 state listed species that were returned via preliminary database searches for the Project bald eagle, Crotch's bumble bee, California Orcutt grass, least Bell's vireo, Munz's onion, San Bernardino kangaroo rat, slender-horned spineflower,

Stephen's kangaroo rat, thread-leaved brodiaea, tricolored blackbird, and western burrowing owl.. Literature research, habitat assessments, and biological surveys conducted on September 2, 2021 determined that none of the state listed species have potential to occur within the BSA. Take of state listed species is not expected.

Prior to field surveys, a list of regional special status animal species, including invertebrates, boney fishes, amphibians, reptiles, birds, and small mammals, with potential to occur within the Project vicinity was compiled from database searches. The potential for each species to occur within the BSA was determined by analyzing the habitat requirements of each species and comparing the habitat requirements to available habitat within the BSA. After a careful comparison between habitat requirements and the habitat available within the BSA, burrowing owl (*Athene cunicularia*) is the only special status animal species determined to have potential to occur within the BSA. Preliminary focused surveys of the BSA did not identify any active burrows in the vicinity of the Project area. With the implementation of the appropriate avoidance and minimization measures, Project impacts to burrowing owl are not anticipated. A preconstruction survey will be conducted prior to initial construction activities following the CDFW *Staff Report on Burrowing Owl Mitigation* (2012 Staff Report; CDFG 2012) per Measure **BIO-4**. The Project is anticipated to have a less than significant impact on burrowing owl.

The proposed project would have minimal impact on migratory birds with incorporation of the Measure **BIO-9** identified in Section 2.3.4. Implementation of this measures and Best Management Practices ensures that potential project-related impacts on migratory birds would be avoided by restricting vegetation removal to the period outside of the bird breeding season (October 1 through January 31) or conducting nesting bird surveys by a qualified biologist within two weeks of proposed removal and establishing appropriate buffer(s) and monitoring requirements. Therefore, the Project is anticipated to have a less than significant impact on migratory birds.

Plant surveys were conducted in the BSA during the appropriate identification period for all special-status plant species that have suitable habitat present and potential to occur in the BSA No special status plants were determined to have potential to occur within the BSA and no impacts to Narrow Endemic Plant species or special status species are anticipated as a result of this Project.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact—Habitats are considered to be of special concern based on federal, state, or local laws regulating their development; limited distributions; and/or the habitat requirements of special-status plants or animals occurring on site. The MSHCP identifies the disturbed annual grassland habitat north of McCall Boulevard and east of I-215 as a Burrowing Owl Survey Area as well as a Narrow Endemic Plant Species Survey Area. No other land cover types within the BSA have been identified as natural communities of special concern. Therefore, no Project-related impacts to habitats and natural communities of special concern are anticipated.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact— The Sun City Channel, a water of the U.S. and state, is the only water feature present within the BSA. The Project is not anticipated to have any temporary or permanent

impacts to waters of the U.S. and State. Therefore, the Project would have no impact to wetlands or waters.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact—Construction of the project could result in minor temporary impacts on the migration and movement of migratory birds. When the Project is complete, there would be no impact on migratory nesting birds. The proposed project is not anticipated to have a significant impact on migratory corridors, as no known corridors are present, and would not create additional barriers to wildlife movement. No native resident or migratory fish are within the Project area, and no impact to fish species is anticipated. With implementation of avoidance and minimization measures listed in Section 2.3, the proposed Project would have a less than significant impact to the movement of wildlife species, established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact— During a biological survey conducted on September 2, 2021, several land cover types were observed within the BSA, including urban/barren, disturbed annual grassland, and storm water channel. The Project would not conflict with any local policies or ordinances protecting biological resources as no biological resources are anticipated to be impacted with the implementation of avoidance and minimization measures listed in Section 2.3; therefore, there would be no impact.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact - The Project area is located within the Western Riverside County MSHCP. The proposed Project is a covered project under the Western Riverside County MSHCP, and is consistent with the MSHCP. The Project would not impact any of the Covered Species with implementation of the avoidance and minimization measures listed in Section 2.3. The Project would not conflict with the provisions of the MSHCP and therefore there would be no impact.

Avoidance, Minimization, and Mitigation Measures:

The Project will implement avoidance and minimization measures **BIO-1** through **BIO-9** listed in Section 2.3.

3.2.5 Cultural Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

CEQA Significance Determinations for Cultural Resources

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact—As there are no historical resources pursuant to Section 15064.5 located within the project area, there would be no impact.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant Impact—Cultural resources investigations conducted for the project did not identify any archaeological resources which indicates the proposed Project area has a low sensitivity for archaeological resources. Additionally, the area has been subject to continued disturbance associated with construction and maintenance of the freeway, roadways, and nearby development. Further, Native American consultation did not identify any known sites or sensitive areas within or in proximity to the Project area. However, there is always the potential that buried cultural resources or human remains be encountered during construction. Avoidance and Minimization Measures **CUL-1** and **CUL-2** in Section 2.1.8 above require the contractor to stop work in case of accidental discovery would ensure these potential impacts would not be significant; therefore, there would be a less than significant impact.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact—As discussed above, the project area is not considered sensitive for buried resources, including human remains. However, there is always the potential that buried cultural resources, including human remains, could be encountered during construction. Caltrans' Standard Measures and Best Management Practices, state regulations and avoidance and minimization measures **CUL-1** and **CUL-2** described in Section 2.1.8, *Cultural Resources*, would ensure these potential impacts would not be significant; therefore, there would be a less than significant impact.

Avoidance, Minimization, and Mitigation Measures:

The Project will implement Caltrans' Standard Measures and Best Management Practices, state regulations and avoidance and minimization measures **CUL-1** and **CUL-2** described in Section 2.1.8, *Cultural Resources.*

3.2.6 Energy

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

CEQA Significance Determinations for Energy

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact—The proposed Project would increase capacity; however, with implementation of the road diet project, overall VMT would decrease with the project; as such, the Project would decrease direct energy consumption from mobile sources as reported in Section 2.2.7 for Energy. Energy use associated with proposed project construction is estimated to result in the total short-term consumption of either 154,614 gallons from diesel-powered equipment or 177,109 gallons from gasoline-powered equipment. As the project would decrease direct energy consumption from mobile sources and would not result in an inefficient, wasteful, and unnecessary consumption of energy during construction, the impact would be less than significant.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact—The proposed project involves bridge activities and would not obstruct state or local plans for renewable energy or energy efficiency, therefore there would be no impact.

Avoidance, Minimization, and Mitigation Measures:

No avoidance minimization or mitigation measure are required for Energy.

3.2.7 Geology and Soils

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

CEQA Significance Determinations for Geology and Soils

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact— Based on field reconnaissance and a review of the Geologic Map of the Romoland 7.5' Quadrangle, Riverside County, California (Morton, 2003), the California Geologic Survey (CGS) Fault Activity Map of California GIS system, and the Riverside County, Map My County GIS system (Version 10), neither is the bridge site located within an Alquist-Priolo Earthquake Study Zone, as established by the State Geologist around known active faults, nor are there unzoned active fault traces through or within 1,000 feet of the project site. Caltrans' Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects, and the project would be designed to meet Caltrans' stringent seismic requirements. The project would be designed according to Caltrans seismic standards to minimize the risk to construction workers and the traveling public. There would be no impact as a result of the project.

ii.) Strong seismic ground shaking?

Less Than Significant Impact—As mentioned above, the project is not located within an Alquist-Priolo Earthquake Zone and there are no unzoned active fault traces through or within 1000 feet of the project area. Thus, the potential for surface fault rupture or strong seismic ground shaking is not expected to impact the site. However, as noted for surface fault rupture, Caltrans' Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects, and the bridge would be designed to meet Caltrans' stringent seismic requirements. This impact would be less than significant.

iii.) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact— Based on information provided by available as-built plans and documents, lack of shallow groundwater, and relatively dense artificial fill and old alluvial fan deposits underlying the site are expected; therefore, liquefaction and liquefaction-induced lateral spreading across the project site is not anticipated to be a design consideration. However, since the Preliminary GDR cannot definitively preclude the potential for liquefaction and liquefaction-induced lateral spreading across the project site, additional information is required. Further evaluation of liquefaction and liquefaction-induced lateral spreading will be incorporated into the Plans, Specifications, and Estimates (PS&E) geotechnical investigation for GDR, following the associated field investigation and laboratory testing. In addition, Caltrans' Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects, and the bridge would be designed to meet Caltrans' stringent seismic requirements. This impact would be less than significant.

iv.) Landslides?

No Impact—Due to the relatively dense underlying old alluvial fan deposits and the relatively large area subsidence occurs over, the potential for ground subsidence to affect the bridge site is not a design consideration. Landslides also are not known or exist at or near to the site and are therefore not a design consideration for the site. The project would be designed according to Caltrans Seismic Design Criteria, minimizing the risk to construction workers or the traveling public as a result of landsliding. The Project neither creates nor contributes to erosion, geologic instability, or alters natural landforms along bluffs or cliffs. Therefore, there would be no impact.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact—Ground-disturbing earthwork associated with clearing and construction could increase soil erosion rates and loss of topsoil. The Standard Measures and Best Management Practices described in Section 2.2.1 *Water Quality and Stormwater Runoff*, related to implementation of the Stormwater Plan, would minimize erosion and the loss of topsoil

during and immediately following construction. The Project site would be hydroseeded post-construction to minimize natural erosion. The proposed project would not result in substantial soil erosion or the loss of topsoil; therefore, there would be a less than significant impact.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact— As mentioned above, landslides also are not known or exist at or near to the site and are therefore not a design consideration for the site.

Based on information provided by available as-built plans and documents, lack of shallow groundwater, and relatively dense artificial fill and old alluvial fan deposits underlying the site are expected; therefore, liquefaction and liquefaction-induced lateral spreading across the project site is not anticipated to be a design consideration. However, since the Preliminary GDR cannot definitively preclude the potential for liquefaction and liquefaction-induced lateral spreading across the project site, additional information is required. Further evaluation of liquefaction and liquefaction-induced lateral spreading will be incorporated into the Plans, Specifications, and Estimates (PS&E) geotechnical investigation for GDR, following the associated field investigation and laboratory testing.

The proposed project will be designed in accordance with design and construction requirements of the Caltrans Highway Design Manual, Caltrans Design Specifications, and applicable seismic standards. Structures would be designed according to recommended seismic values as defined by the California Building Code 2007. Additionally, a majority of the project area is paved and disturbed areas would be restored to pre-construction contours and revegetated. Due to required design specifications and permanent BMPs implemented after construction, it is not anticipated that the public will be exposed to potential geologic hazards during operation of the project. This impact would be less than significant.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact—Expansive soils are not known to be present in the project area, and none were identified in the Preliminary Foundation Report. Standard Measures and Best Management Practices would be implemented as necessary to address soil issues and thereby minimize the risk to construction workers or the traveling public. Therefore, there would be no impact.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact—The project would not include a septic system; therefore, there would be no impact.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact—Interchange improvement for the proposed project would disturb geologic units with a low sensitivity for paleontological resources. Minimization measure **PAL-1** included in Section 2.2.3 above will be implemented during construction in the event of an unanticipated discovery of a paleontological resource, which include work stoppage and

appropriate follow-up if paleontological resources are encountered during project construction. Impacts to paleontological resources are not anticipated. Therefore, this impact would be less than significant.

Avoidance, Minimization, and Mitigation Measures:

The Project will implement avoidance and minimization **WQ-1** through **WQ-3** identified in Section 2.2.1 *Water Quality and Stormwater Runoff* and measure **PAL-1** included in Section 2.2.3. *Paleontology*.

3.2.8 Greenhouse Gas Emissions

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

CEQA Significance Determinations for Greenhouse Gas Emissions

a) Would the project generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact—Project construction would result in GHG emissions. This would consist primarily of emissions from equipment exhaust and worker and vendor vehicle trips. Construction emissions were estimated using CalEEMod. Table 2.2.5-10 in Section 2.2.5 shows the construction emissions associated with the project for each construction activity, which would amount to 1735.14 metric tons of carbon dioxide emissions from earthmoving activities and use of equipment and vehicles. This interchange improvement would also require additional materials (steel, concrete, and other materials) and construction staging, all of which could result in additional GHG emissions.

Table 3.3-1 in Section 3.3 shows the mobile GHG emissions in the region would decrease from existing levels (baseline) compared to the Build and No-Build Alternative and in the study years 2028 and 2048. For CEQA analysis, this is considered a less than significant impact (because future emissions for the Build Alternative is less than existing). This decrease for each of the study years would occur with or without the project, primarily due to improvements in technology, vehicle fleet transition to improved cars, and reformulation of fuels.

Because the Build Alternative would not contribute to increases in operational GHG emissions over existing conditions, but GHG emissions would occur during construction, the impact would be less than significant.

b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Less Than Significant Impact—The SCAQMD's Final 2022 Air Quality Management Plan addresses GHGs in the project region. Additionally, Riverside County has a Climate Action Plan. The Scoping Plan for Achieving California's 2030 Greenhouse Gas Target identifies reductions in GHG emissions goals.

The proposed project would comply with all local, state, and federal regulations, ordinances, and statutes that apply to GHG emissions. The project is expected to reduce GHG emissions. Furthermore, the project would construct pedestrian, bicycle, and NEV infrastructure, which is

consistent with these plans. As the Project would be consistent with the Air Quality Management Plan and Climate Action Plan, and would result in a reduction of GHG emissions, the impact would be less than significant.

Avoidance, Minimization, and Mitigation Measures:

The Project will implement avoidance and minimization **CC-1** through **CC-4** and **GHG-1** through **GHG-6** identified in Section 3 *Climate Change.*

3.2.9 Hazards and Hazardous Materials

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

CEQA Significance Determinations for Hazards and Hazardous Materials

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact—Construction of the proposed project would involve the transportation, storage, and use of small quantities of common materials such as fuels and oils to operate construction equipment. Accidental releases of small quantities of these substances could contaminate soils and degrade the quality of surface water and groundwater or be released into the air, resulting in a potential public safety hazard. However, consistent with applicable laws and regulations, the transportation, handling, and disposal of these materials would be compliant with regulations enforced by the California Department of Toxic Substance Control's Certified Unified Program Agencies and California Division of Occupational Safety and

Health (Cal-OSHA). In addition, the implementation of standard BMPs under the Stormwater Plan would further reduce the potential of accidental release or exposure. This impact would be less than significant; therefore no mitigation would be required.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact—The project area generally has the potential for hazardous materials in the form of asbestos-containing material (ACM) in various bridge components; lead-based paint (LBP) in utility openings or on steel structures; and treated wood waste (TWW) in metal beam guardrails within the project area. Testing was done for aerially deposited lead and pesticides in the soils anticipated to be disturbed; however, no hazardous levels of contamination were detected, although measures are provided in Section 2.2.4 for excess soils to be transported off-site. Construction workers could be exposed to hazardous materials during ground-disturbing activities such as grading, bridge demolition, and/or roadbed resurfacing at any of the areas known to contain hazardous substances.

However, with implementation of avoidance and minimization measures **HAZ-1** through **HAZ-10** described in Section 2.2.4, *Hazardous Waste and Materials*, the impacts on human health would be reduced. Therefore, the impact would be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact—The nearest school, Hans Middle School, is located approximately 0.5 miles northeast of the Project area. As there is no potential for hazardous materials releases near an existing or proposed school, there would be no impact.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact—A preliminary records check was conducted of the Department of Toxic Substances Control EnviroStor website, California RWQCB GeoTracker website, and a EDR record search of historical hazardous waste data. There are a number of former or current gas station facilities adjacent to the project with reported releases in the databases. However, these releases have been addressed to the satisfaction of the regulatory oversight agency such that no further action is required, but that residual concentrations of petroleum hydrocarbons may still be present in soil and groundwater. Based on the location and depth of the contamination at these facilities and the understanding that the scope of the project includes shallow earthwork to facilitate new paving sections, further evaluation of these facilities is unwarranted at this time; therefore there would be no impact.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact—The nearest airport to the project area is the Perris Valley Airport, which is more than 4 miles north of the project. Therefore, there is no potential for the project to result in impacts related to airports.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact—The project would not interfere with an adopted emergency response plan or emergency evacuation plan. As discussed under Section 2.1.6, *Traffic and Transportation/Pedestrian and Bicycle Facilities*, a project-specific Transportation Management Plan (TMP) would be developed and implemented before and during construction. The TMP would follow Caltrans' Transportation Management Plan Guidelines and would include public information announcements, signage, and construction scheduling coordination. Therefore, the impact would be less than significant.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact—The proposed Project area is in a low fire hazard severity zone according to the City of Menifee General Plan map of high fire hazard areas. Much of the project activity would take place on existing roadways and highways. The Proposed project would not require construction crews to traverse wildlands and would not require the use of ignition sources, except for operation of the construction vehicles. Construction and operation of the proposed project would not create a greater wildland fire risk. During construction, the use and staging of equipment would follow standard construction safety protocols to prevent fire or sparks that could cause fire. Therefore, there would be no impact.

Avoidance, Minimization, and Mitigation Measures:

The Project will implement avoidance and minimization measures **HAZ-1** through **HAZ-10** described in Section 2.2.4, *Hazardous Waste and Materials.*

3.2.10 Hydrology and Water Quality

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

CEQA Significance Determinations for Hydrology and Water Quality

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact—The project would implement standard temporary water pollution control, permanent design pollution prevention, and post-construction treatment BMPs to avoid substantial degradations to surface and ground water quality with implementation of measures **WQ-1** through **WQ-4** described in Section 2.2.1 above. Therefore, the impact would be less than significant.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact—While it is not anticipated the Project would interfere with groundwater as the Project is an interchange improvement project and has no potential to affect groundwater, the project would implement standard temporary water pollution control, permanent design pollution prevention, and post-construction treatment BMPs to avoid substantial decreases in groundwater supplies and substantial interference with groundwater recharge. The Project is located within the San Jacinto Groundwater Basin; however, it would not impede sustainable groundwater management. Additionally, the Project is not anticipated to affect the groundwater recharge and no elements of the project require additional water supplies for the ongoing operation of the interchange after construction is complete. Some water may be required for construction, but no groundwater well or other permanent water supply would be developed. Once construction is completed, the project would not change existing groundwater recharge or infiltration patterns. Therefore, there would be no impact.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i.) Result in substantial erosion or siltation on- or off-site;

No Impact—The project would implement permanent design pollution prevention BMPs to avoid substantial erosion or siltation on- or off-site. Therefore, there would be no impact.

ii.) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

No Impact—The reconstruction of the interstate and the widening of McCall Boulevard would increase impervious surface area by approximately 2.8 acres within the Project area and would contribute to an increase of storm water runoff from the roadways surface that could result in surface runoff. However, with implementation of measures **WQ-1** through **WQ-4** identified in Section 2.2.1 above, which includes permanent treatment control Best Management Practices (BMPs), the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Therefore, there would be no impact.

iii.) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;

Less Than Significant Impact—The reconstruction of the interstate and the widening of McCall Boulevard would increase impervious surface area by approximately 2.8 acres within the Project area and would contribute to an increase of storm water runoff from the roadways surface that could enter the stormwater drainage system. The interchange Project is anticipated to utilize existing storm drain facilities; however, due to the increase the impervious surfaces in the area by approximately 2.8 acres, the Project may attenuate additional runoff tributary to the Sun City Channel/ reinforced concrete box culvert through the use of detention/retention basins within the interchange.

The project would not adversely impact the existing stormwater drainage systems and proposed drainage systems would be designed to meet State and local criteria, as appropriate, to avoid

exceeding capacity of existing or planned stormwater drainage systems. The project would implement **WQ-1** through **WQ-4** for permanent design pollution prevention and post-construction treatment BMPs as described in Section 2.2.1 above, to avoid substantial additional sources of polluted runoff. Therefore, the impact would be less than significant.

iv.) Impede or redirect flood flows?

No Impact—The proposed Project would improve an existing interchange, which would not impede or redirect flood flows. Therefore, there would be no impact.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

No Impact—The proposed Project is not within any flood hazard, tsunami, or seiche zones; therefore, there would be no impact.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact—The Project would comply with the provisions of the Statewide Construction General Permit and Caltrans Municipal Separate Storm Sewer Systems Permit and implement the required standard BMPs as described in Section 2.2.1, which would avoid conflicts with a water quality control plan. The project would not impede sustainable groundwater management. Therefore, there would be no impact.

Avoidance, Minimization, and Mitigation Measures:

The Project will implement measures **WQ-1** through **WQ-4** identified in Section 2.2.1 *Water Quality and Storm Water Runoff*.

3.2.11 Land Use and Planning

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

CEQA Significance Determinations for Land Use and Planning

a) Would the project physically divide an established community?

No Impact—The proposed project would improve an existing interchange on an existing highway and would be consistent with the regional planning goals of the City of Menifee. While there is an established community around the interchange, the Project would improve an existing facility and has no potential to physically divide an established community. Additionally, no land use change would occur as a result of the proposed project. Therefore, there would be no impact.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact—The proposed Project is within the City of Menifee General Plan and would not conflict with existing land use designations, zoning, or the implementation of the City of Menifee General Plan or any community plans. Therefore, there would be no conflicts with land use plans, policies, or regulations and there would be no impact.

Avoidance, Minimization, and Mitigation Measures:

No avoidance minimization or mitigation measure are required for Land Use.

3.2.12 Mineral Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

CEQA Significance Determinations for Mineral Resources

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact—There are no designated mineral resource areas of state or regional importance in the project area, and the project would not impede the extraction of any known mineral resources. There would be no impact.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact—There are no designated mineral resource areas of local importance in the project area, and the project would not impede the extraction of any known mineral resources. There would be no impact.

Avoidance, Minimization, and Mitigation Measures:

No avoidance minimization or mitigation measure are required for Mineral Resources.

3.2.13 Noise

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

CEQA Significance Determinations for Noise

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact—The CEQA noise analysis is completely independent of the NEPA 23 CFR 772 analysis discussed in Section 2.2.6, *Noise and Vibration*. To determine if a noise impact is significant under CEQA, the existing (baseline) noise levels and the Build Alternative noise levels must be compared. Existing (Design Year No-Build Alternative) and With-Project (Design Year Build Alternative) noise levels were modeled at 93 receiver locations (Figure 2.22, Table 2.22). Were the project to be implemented, the following could be expected:

- 23 receivers (25%) would experience less than 1 Dba increase from existing noise levels.
- 68 receivers (73%) would experience a 1 to 3 dBA increase from existing noise levels (Noise level changes of 1 to 2 dBA are generally not perceptible to the human ear.)
- 2 receivers (2%) would experience a 3 dBA increase or more from existing noise levels (Noise level changes of 3 dBA are generally barely perceptible to the human ear.)

Overall, the project would have minimal changes to the existing noise environment. At most locations, there would be no to a barely perceptible increase in noise levels. At two receivers representing multifamily homes along Encanto Drive to the southeast of the interchange, the noise increase would be slightly more perceptible by the Design Year 2048. Therefore, under CEQA noise impacts would be less than significant as a result of the project and no mitigation is required.

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction activities include partial demolition of the existing overcrossing structure, building the widened overcrossing structure, roadway improvements, and implementation of temporary lane closures. To control the generation of construction-related noise, the project proponent would follow Standard Specifications Section 14-8.02 *Noise* Control as discussed in Section 2.2.6. Therefore, the impact would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact—Pile driving would be required during construction of falsework, abutments, and columns for the widened interchange overcrossing. Pile driving typically occurs during daytime hours over short durations with breaks in between each pile. Additional discussion on pile driving noise can be found in Section 2.2.6, *Noise and Vibration* above. Significant noise impacts to residential areas from construction activities are not anticipated because no sensitive receptors were identified within 500 feet of the overcrossing, and therefore significant impacts related to excessive groundborne vibration or noise are not anticipated. This impact would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact—The project is not located within two miles of an airport, therefore there would be no impact.

Avoidance, Minimization, and Mitigation Measures:

The Project will implement avoidance and minimization measure **NOI-1** for compliance with Standard Specifications Section 14-8.02 *Noise* Control as discussed in Section 2.2.6 *Noise and Vibration*.

3.2.14 Population and Housing

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

CEQA Significance Determinations for Population and Housing

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact—The proposed project would improve an existing interchange on an existing highway. It would not change accessibility or influence growth. As such, no direct growth impacts or indirect impacts on growth would occur. There would be no impact.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact—The proposed project would improve an existing interchange on an existing highway. Although the proposed project would require the acquisition of minor additional right of way, this minor acquisition would not result in the displacement of any existing residences or businesses. There would be no impact.

Avoidance, Minimization, and Mitigation Measures:

No avoidance minimization or mitigation measure are required for Population and Housing.

3.2.15 Public Services

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

CEQA Significance Determinations for Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

No Impact—The proposed Project would improve the existing interchange within the same alignment. The proposed Project does not require new governmental facilities, or physical alteration of existing governmental facilities—the construction of which could cause significant environmental impacts—in order to maintain acceptable service ratios, response times, or other performance objectives for the fire department. Additionally, the Project will improve emergency response time for the fire department west of the interchange through reducing delay at the intersections due to spillback onto local roads from the I-215 on-ramps.

Emergency services including fire protection may be temporarily affected due to lane closures and/or detours during construction; however, these impacts will be avoided and minimized through advanced coordination with emergency service providers before and during construction and through the use of a Traffic Management Plan (see Temporary Impacts discussion within Section 2.1.6) as specified in Measure **TRA-1** above. Therefore, there would be no impact.

b) Police protection?

No Impact—The proposed Project would improve the existing interchange within the same alignment. The proposed Project does not require new governmental facilities, or physical alteration of existing governmental facilities—the construction of which could cause significant environmental impacts—in order to maintain acceptable service ratios, response times, or other performance objectives for the police department. Additionally, the Project will improve emergency response time for the police department west of the interchange through reducing delay at the intersections due to spillback onto local roads from the I-215 on-ramps.

Emergency services including police protection may be temporarily affected due to lane closures and/or detours during construction; however, these impacts will be avoided and minimized through advanced coordination with emergency service providers before and during construction and through the use of a Traffic Management Plan (see Temporary Impacts discussion within Section 2.1.6) as specified in Measure **TRA-1** above. Therefore, there would be no impact.

c) Schools?

No Impact—There are no schools in proximity to the proposed Project; therefore, there would be no impact.

d) Parks?

No Impact—There are no parks within the proposed Project footprint. No parks in vicinity of the proposed Project would be affected by the interchange improvement project. Therefore, there would be no impact.

e) Other public facilities?

No Impact— The proposed I-215/McCall Boulevard Interchange Improvement Project does not include the construction of new land uses that would require new or physically altered governmental facilities, or the need for new or physically altered governmental facilities. Additionally, the Project will reduce delay at the intersections due to spillback onto local roads from the I-215 on-ramps. Therefore, there would be no impact.

Avoidance, Minimization, and Mitigation Measures:

The Project will implement measure **TRA-1** identified in Section 2.1.6 *Traffic and Transportation/ Pedestrian and Bicycle Facilities*.

3.2.16 Recreation

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

CEQA Significance Determinations for Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact—The proposed project would improve the existing I-215/McCall Boulevard Interchange. The proposed project would not increase population growth or otherwise increase demand and use of existing neighborhood and regional parks. Access would be maintained during construction for visitors to visit to nearby parks. There is one nearby neighborhood park, the Rancho Ramona Park, in the vicinity of the project; however, this park would not be affected during construction. Therefore, the proposed project would have no impact.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact—The proposed project does not include the construction of new or expansion of existing recreational facilities. Therefore, the proposed project would have no impact.

Avoidance, Minimization, and Mitigation Measures:

No avoidance minimization or mitigation measure are required for Recreation.

3.2.17 Transportation

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☒	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

CEQA Significance Determinations for Transportation

a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

No Impact— The Project would include a bike/Neighborhood Electric Vehicle (NEV) lane and sidewalks on both sides of the road/bridge and sidewalks on the north side of the road/bridge, which would extend along McCall Boulevard to the Encanto Drive and Bradley Road intersections to connect with existing and future planned bike/NEV and pedestrian facilities. These proposed facilities are anticipated to connect to future projects that will provide Class II bicycle lanes along the roadway delineated by pavement striping and signage dedicated for bicycle travel along McCall Boulevard from Valley Boulevard in the west to Briggs Road in the east, consistent with the City General Plan. There would be no impact.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact with Mitigation—The *Induced Travel Study* (2022) for the Project estimated the annual VMT induced by the project using the NCST Calculator. According to the NCST Calculator results, the project is estimated to induce 2.1 million VMT per year.

The City of Menifee proposes to reduce the number of lanes on a parallel facility to offset the VMT induced by the widening of McCall Boulevard. This lane reduction, otherwise known as a road diet (1 lane-foot of road widening can be offset by 1 lane-foot of road diet).

According to the *Caltrans SB 743 Program Mitigation Playbook* (July 2022), road diets “can offset lane additions” and ”the reduction can be used to offset VMT predicted to occur from the additions.” In addition, “reducing lanes to offset added lanes can avoid burdens around calculating VMT outcomes.”

There were no suitable roadways within the project footprint and therefore, consistent with Caltrans recommendations, nearby facilities were considered in neighboring communities. The nearest and most applicable road diet candidate is La Piedra Road, a parallel facility 2.75 miles south of the McCall Interchange.

La Piedra Road is adjacent to Mt. San Jacinto College and would benefit from the road diet as "reduced road widths can improve safety at intersections or along the roadway due to speed reductions, and they can accommodate bike lanes and/or wider sidewalks, as well as parking for local destinations," as noted in the Mitigation Handbook. La Piedra Road is designated for Class II bike lanes in the City of Menifee Active Transportation Plan, which would result in further VMT-reducing effects of the mitigation measure.

This 1-to-1 ratio would be suitable for application in this case because McCall Boulevard is a city street, and the proposed road diet is also a city street. While the two streets differ in classifications [McCall Boulevard is listed as a Major Arterial (4 lanes, divided) west of I-215 and as an Urban Arterial (6 lanes, divided) east of the interchange, La Piedra is listed as a Secondary (4 lanes, undivided) in the Menifee General Plan Circulation Element]. However, the proposed road diet is double in length of the McCall Boulevard widening and is anticipated to fully offset the induced VMT.

Based on the suggested mitigation strategy, the City of Menifee will sponsor the following road diet as part of the I-215 and McCall Boulevard Interchange Project.

- La Piedra Road between Antelope Road and Menifee Road – provides approximately 1.52 lane-miles of road diet

Implementation of Mitigation Measure **TRA-2** below and in Section 2.1.6 for Traffic and Transportation/Pedestrian and Bicycle Facilities will implement the road diet project described above and reduce VMT impacts to a less than significant level with mitigation incorporated.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact—The project would not cause hazardous geometric design features or incompatible uses because one purpose of the project is to improve the geometrics of the interchange, which the proposed design would accomplish by realigning all existing ramp skew angles and curb returns at McCall Boulevard to meet Caltrans' design standards to improve safety and accommodate the turn movements of Surface Transportation Assistance Act (STAA) trucks. The project would have a beneficial impact on the current geometrically deficient design features. There would be no impact.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact—The project would improve the geometrics and pedestrian/bicycle access and would not have an impact on emergency access after construction. During construction, the roadway would remain open, although there may be some temporary delays. As described in Section 2.1.6 *Traffic and Transportation/Pedestrian and Bicycle Facilities*, a project-specific TMP would be developed and would be implemented before and during construction as specified in Measure **TRA-1** in Section 2.1.6 for Traffic and

Transportation/Pedestrian and Bicycle Facilities above. The TMP follows all Caltrans' Transportation Management Plan Guidelines. Therefore, impacts on emergency access would be less than significant.

Avoidance, Minimization, and Mitigation Measures:

The Project will implement measure **TRA-1** identified in Section 2.1.6 *Traffic and Transportation/ Pedestrian and Bicycle Facilities*.

Mitigation Measure **TRA-2** would reduce VMT impacts to a less than significant level:

TRA-2: A lane reduction (road diet) mitigation strategy will be implemented along La Piedra Road in the City of Menifee to offset impacts to Vehicle Miles Traveled (VMT). A Memorandum of Understanding (MOU) has been executed between the City and Caltrans to identify the commitment from the City for the road diet project and detailing the project scope, schedule, funding, etc., for it to be implemented. Additionally, prior to Environmental Certification/completion of Final Design, the City shall process a General Plan Amendment to reclassify the road designation for the La Piedra Road.

3.2.18 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

On May 19, 2021, a letter and map figures were sent to the NAHC requesting a review of the Sacred Lands File for any Native American cultural resources that might be affected by the project. On June 4, 2021 a letter stating that the results of the review were negative and a list of Native American contacts from tribes that might have an interest in the project was received. On August 18 and 23, 2021, initial consultation letters were mailed to the Native American tribes identified by the NAHC. For those tribes that did not reply to the letter, a second outreach of follow-up emails (or phone calls when no email was available) were sent on February 28 and March 2, 2022. A third round of outreach emails and calls were sent on May 16, 2022 to any unresponsive tribes. During this period, two tribes responded. The Agua Caliente Band of Cahuilla Indians tribe requested any cultural resource documentation related to the project and the Augustine Band of Cahuilla Mission Indians tribe requested to be notified if there are any late discovery during construction. The HPSR/ASR was sent to the Agua Caliente Band of Cahuilla Indians in August 2022; however, no response was received, and consultation is considered complete for all tribes. The list of tribes contacted and a summary of consultation efforts can be found in Chapter 4 for Comments and Coordination.

A pedestrian survey was conducted by Michelle Campbell, M.A. (Archaeologist) on September 1, 2021, for the purpose of identifying and recording archaeological resources. No tribal cultural resources were identified within or adjacent to the APE during the survey.

CEQA Significance Determinations for Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact—The project area does not contain any tribal cultural resources listed or eligible for listing in the California Register of Historical Resources (CRHR), or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). There would be no impact.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code (PRC) Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact—The project area does not contain any tribal cultural resources determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. There would be no impact.

Avoidance, Minimization, and Mitigation Measures:

No avoidance minimization or mitigation measure are required for Tribal Cultural Resources.

3.2.19 Utilities and Service Systems

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals??	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

CEQA Significance Determinations for Utilities and Service Systems

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact— Based on the preliminary design of the project, identification of as-built utility plans, field investigations, and preliminary utility agency coordination, Frontier Communications is the only utility company which is expected to require relocation of the telephone line during construction. Utilities will not be adversely affected after construction is completed. The affected utilities would be relocated in accordance with federal and state law and regulations and also consistent with applicable county requirements.

Additionally, stormwater drainage in the Project area is collected by various storm drain facilities and conveyed to the Sun City Channel, a regional flood control facility operated and maintained by the Riverside County Flood Control and Water Conservation District. The channel conveys flow from east to west and traverses under I-215 via a reinforced concrete box culvert, which is currently at capacity and has a history of flooding in the Avila Apartment Homes community. The interchange Project is anticipated to utilize existing storm drain facilities; however, due to

the increase the impervious surfaces in the area by approximately 2.8 acres, the Project may attenuate additional runoff tributary to the Sun City Channel/reinforced concrete box culvert through the use of detention/retention basins within the interchange.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

No Impact— The proposed project consists of improving the existing I-215/McCall Boulevard interchange and would use minimal water during project construction and would not require water to be supplied once operational. The proposed project would not require an expansion to existing entitlements or resources; therefore, there would be no impact.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact—The proposed project consists of improving the existing I-215/McCall Boulevard interchange and would not generate wastewater. Portable restrooms would be employed during project construction. No additional wastewater facilities would be required for the operation of the new facility.

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact—The proposed project would not generate substantial amounts of solid waste for disposal during construction. Project waste would be disposed at approved waste disposal sites that are able to accommodate the proposed project's solid waste disposal needs. The proposed project would not generate solid waste during operation after construction is complete.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact—The proposed project would comply with federal, state, and local statutes and regulations related to solid waste. In addition, the proposed project would not generate substantial amounts of solid waste during construction and would not generate any solid waste during long-term operation of the bridge. Therefore, there would be no impact.

Avoidance, Minimization, and Mitigation Measures:

No avoidance minimization or mitigation measure are required for Utilities and Service Systems.

3.2.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Regulatory Setting

Senate Bill (SB) 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection to develop amendments to the "CEQA Checklist" for the inclusion of questions related to fire hazard impacts for projects located on lands classified as very high fire hazard severity zones. The 2018 updates to the CEQA Guidelines expanded this to include projects "near" these very high fire hazard severity zones.

CEQA Significance Determinations for Wildfire

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. There is limited wildfire risk as the project area is not located in or near a state responsibility area or land classified as very high fire hazard severity zone. The project will improve travel time, which in turn will improve emergency response time. The project will not impair the adopted emergency response plan or emergency evacuation plan; therefore, no impact is anticipated.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The project will not exacerbate wildfire risks and would have no effect to slope, prevailing winds, or other factors which would expose project occupants to pollutant

concentrations from a wildfire or the uncontrolled spread of a wildfire; therefore, no impact is anticipated.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. Although construction of the proposed improvements will require some temporary impacts to the environmental, there is limited wildfire risk as the project area is not located in or near a state responsibility area or land classified as very high fire hazard severity zone and the project will not exacerbate wildfire risks; therefore, no impact is anticipated.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The project will not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; therefore, no impact is anticipated.

Avoidance, Minimization, and Mitigation Measures:

No avoidance minimization or mitigation measure are required for Wildfire.

3.2.21 Mandatory Findings of Significance

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

CEQA Significance Determinations for Mandatory Findings of Significance

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact—The proposed project would not result in impacts on natural communities, wetlands and other waters, animal species, and threatened and endangered species, as described in detail in Section 2.3 relevant to the *Biological Environment*, and Section 3 *Biological Resources*. No rare or endangered or other special status plants were located on site. Implementation of the project would not result in any impacts to land cover types identified as natural communities of special concern. No permanent or temporary impacts to a water of the U.S. or State are anticipated. There would be no impact to special status plant species, and with implementation of Caltrans Standard Measures and Best Management Practices, potential impacts to sensitive communities would be less than significant.

The project also has the potential to affect burrowing owl as the Project area includes land that is identified in the MSHCP as potential burrowing owl habitat. Burrowing owl could be present in the Project area at the time of construction, though no evidence of existing burrows were identified at the interchange during routine surveys. However, implementation of Caltrans Standard Measures and Best Management Practices, as well as measure **BIO-4**, would reduce potential impacts on these sensitive species and other biological resources to less than significant.

No prehistoric or historic resources were identified within the Project area; therefore, the Project would have no potential to eliminate important examples of the major periods of California history or prehistory and there would be no impact.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact with Mitigation Incorporated—Resource Study Areas (RSAs) for those resources warranting analysis were identified for each respective resource. As discussed at the beginning of Chapter 2, or in the related sections of Chapter 2 of this environmental document, the proposed project would result in minor impacts but would not result in direct or indirect impacts for the topics listed below; therefore, no discussion is provided for the following topics in the evaluation of potential cumulative impacts:

- Aesthetics
- Agriculture and Forest Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The resources listed below were evaluated in terms of whether the proposed Project might contribute to cumulative impacts:

- Transportation
- Air Quality & Greenhouse Gas Emissions
- Noise
- Energy

The discussion of potential cumulative impacts is presented by environmental resource area. A list of the reasonably foreseeable projects considered in this analysis, along with a figure showing

proximity of the reasonably foreseeable projects to the I-215/McCall Boulevard Interchange Improvement Project area, is provided in Table 2.1.2-1 and Figure 2.1.2-1, respectively, in the Growth Section in Chapter 2.1.2 of this environmental document. Six projects in the City of Menifee are currently planned and one is currently under construction, however, it is noted that depending on the parameters of the specific Resource Study Area (RSA) defined, some or all of these projects could be included in the associated cumulative analysis. The majority of these planned projects are anticipated to be in construction prior to the I-215/McCall Boulevard Interchange Improvement Project.

Table 3.2.21-1 below lists the resource areas evaluated, as well as the resource study area that corresponds to each.

Table 3.2.21-1: Resource Study Area by Resource

Resource Area	Resource Study Area
Air Quality & Greenhouse Gas Emissions	South Coast Air Basin
Energy	1-mile area surrounding the Project area
Noise and vibration	1-mile area surrounding the Project area
Traffic and Transportation/Pedestrian and Bicycle Facilities	City of Menifee

Resources Considered for Contribution to Cumulative Effects

AIR QUALITY & GREENHOUSE GAS EMISSIONS

The resource study area for air quality is the South Coast Air Basin. This South Coast Air Basin was selected as it is the geographic boundary used by the California Air Resources Board for monitoring air quality and emissions regionally in this part of Riverside County. The nearest air monitoring station is located in the Cities of Perris, approximately 5 miles northwest of the Project site.

The air quality analysis for the I-215/McCall Boulevard Interchange Improvement Project is based on future traffic conditions in the year 2048, which accounts for development in the project area and region as envisioned in local General Plans, SCAG Projections, and the roadway improvements listed in the 2024-2050 Connect SoCal (RTP) and FTIP.

The proposed project is listed in the 2024-2050 Connect SoCal financially constrained Regional Transportation Plan which was found to conform by the Southern California Association of Governments on April 4, 2024, and FHWA and FTA made a regional conformity determination finding on May 10, 2024. The project is also included in SCAG's financially constrained 2023 Federal Transportation Improvement Program. The SCAG 2023 Federal Transportation Improvement Program was determined to conform by FHWA and FTA on December 16, 2022. The design concept and scope of the proposed project is consistent with the project description in the 2024-2050 Connect SoCal, 2023 FTIP, and the "open to traffic assumptions of SCAG's regional emissions analysis.

No direct or indirect long term air quality impacts are anticipated as a result of this Project as overall VMT will be decreased with the Project, and therefore all air quality emissions will be reduced with the Build Alternative. The analysis of proposed Project impacts to regional air

quality, as performed by SCAG and SCAQMD in conjunction with the RTP and FTIP process, is a cumulative analysis for all projects in the region that could have long term transportation related emissions impacts. The proposed project would conform to the assumptions in the air quality conformity analyses for the SCAG 2024-2050 Connect SoCal and SCAG 2023 FTIP, which are long-range planning documents that include air quality modeling.

Direct impacts to air quality would occur during construction with the increase of emissions from construction vehicles and dust generation during earthwork. These impacts are not expected to be substantial since they are short term and would further be minimized through the use of air quality avoidance and minimization measures. A review of the other projects in the RSA identified other nearby projects, including the I-215/Keller Road Interchange improvements anticipated in 2025, would likely already be constructed by the time the I-215/McCall Boulevard Interchange Improvements Project is under construction. Additionally, the new I-215/Garbani Road Interchange is anticipated to be constructed in 2028 or 2029, after this Project. Since the above projects are not anticipated to be in construction at the same time, cumulative construction related air quality impacts are not expected to be substantial. Construction air quality emissions and dust are relatively localized so projects that are further away and under construction are not expected to contribute cumulatively to the proposed Project. Furthermore; all projects will be obligated to follow the South Coast Air Quality Management District guidelines for minimizing construction emissions and dust. Therefore, the proposed project would not result in a long-term or short-term cumulative impact to air quality and greenhouse gases and no measures are required.

ENERGY

Energy in the RSA is made up predominantly of vehicular traffic and the adjacent local residential and commercial development. The Project is anticipated to reduce energy consumption, as it will reduce VMT and aid in relieving traffic congestion. Congested traffic conditions decrease fuel efficiency, and thus can increase fuel consumption. Since the Project is anticipated to reduce VMT through implementation of **TRA-2**, improve traffic operations and relieve congestion, fuel consumption and energy impacts are expected to decrease.

Increases in energy consumption would occur during construction with use of construction vehicles. These impacts are not expected to be substantial since they are short term. A review of the other projects in the RSA, including those within Table 2.1.2-1 of Section 2.1.2 for Growth, indicates other nearby projects would likely already be constructed by the time the I-215/McCall Boulevard Interchange Improvements Project is under construction. Since these projects are not anticipated to be in construction at the same time, cumulative construction related energy impacts are not expected to be substantial. Energy use during construction is relatively localized so projects that are further away and under construction are not expected to contribute cumulatively to the proposed Project.

As the Project would have no potential to effect residential or commercial development, or induce growth, development related energy effects are not anticipated as a result of the proposed Project.

Therefore, the proposed project would not result in a long-term or short-term cumulative impact to energy and no measures are required.

NOISE

Noise in the RSA is made up predominantly of vehicle noise on I-215 and the adjacent local transportation network. Other sources of noise include general ambient noise associated with the

existing surrounding development. Noise levels in the project area have increased with the increases in vehicle trips related to the development in this region over the last 25 years. Ambient noise levels from the surrounding area were monitored and included in the project's noise model.

The operational noise impact analysis for the proposed project is predicted based on future traffic projections. Other planned development in the resource study area that could worsen the existing noise conditions would also be required to address potential noise impacts specific to changes caused by that project. No direct or indirect noise impacts are anticipated because the proposed project is expected to increase noise levels by 3 decibels or less which is a barely perceptible change to humans. Adjacent planned development in the RSA is predominantly residential and commercial. These uses would generate additional vehicle trips, but would not be expected to generate substantial stationary noise which could result in cumulative impacts. At this time, no substantial trip generating private development construction is expected to occur in the immediate area of the construction of the interchange. Many of the development projects adjacent to the proposed interchange improvements are expected to be completed prior to construction of the proposed improvements. No vibration impacts are anticipated and therefore there would be no potentially cumulative vibration impacts as a result of the proposed Project. When considering this interchange improvement project with adjacent private development projects, no cumulatively considerable increased noise impacts to the community are expected. Therefore, no measures are required.

TRANSPORTATION

The existing roadway transportation systems within the Project vicinity are currently acceptable with exception for a few intersections below City and County LOS standards. However, cumulative conditions with planned growth and development within the Project vicinity have been analyzed and will cause multiple intersections to fall below City LOS standards by 2048 without the proposed interchange improvements. These intersections and design year conditions are described in section 2.1.6 "Traffic and Transportation/Pedestrian and Bicycle Facilities." Analysis found that the proposed Project would be adequate up to 2048, where acceptable LOS would be maintained for most intersections in the Project vicinity. In addition, a sidewalk would be constructed on the north side of the interchange and NEV and bicycle lanes on both sides of the interchange. This would improve circulation for alternative forms of transportation. The Project is consistent with the City's General Plan.

The Build Alternative would maintain acceptable City LOS standards in the Project vicinity. The Build Alternative would meet the purpose and need of the Project, as well as provide a facility consistent with the regional and local planning and transportation plans such as 2024-2050 Connect SoCal, 2023 FTIP, and the City General Plan. Potential temporary impacts from lane closures would be intermittent, temporary, and a traffic management plan (as stated in **TRA-1**) would be used during construction of the facility to avoid and minimize any potential adverse traffic effects.

Additional projects in the area include the new I-215/Garbani Road Interchange and improvements and widening of the I-215/Keller Road Interchange. Both Projects are which will result in similar transportation related impacts as this Project.

Adjacent planned development in the RSA is predominantly residential and commercial. These uses would generate additional vehicle trips, but have been included in the traffic model and would not be expected to generate substantial traffic which could result in cumulative impacts. At this time, no substantial trip generating private development construction is expected to occur in the immediate area of the construction of the interchange. Many of the development projects

adjacent to the proposed interchange improvements are expected to be completed prior to construction of the proposed improvements.

The Project is anticipated to reduce VMT with inclusion of mitigation measure **TRA-2**, which will implement the road diet project and mitigate VMT impacts to less than significant. With implementation of the road diet along La Piedra Road, traffic volumes are anticipated to decrease on La Piedra by approximately 5,000 daily trips, and redistribute along other nearby local roads with higher capacity. These local roads include Holland Road, a facility parallel to La Piedra Road, Antelope Road, and Menifee Road. La Piedra Road would no longer be utilized as a regional cut-through route and drivers would choose alternative routes that are faster. Regardless, La Piedra Road would still provide adequate access to the college, school, library, parks, and residential developments, but the other nearby roads would become the most efficient route, and it is anticipated regional trips would utilize those roadways instead of La Piedra Road. No cumulative impacts are anticipated with either the interchange improvements or road diet project, and therefore there would be no potential for cumulatively considerable VMT impacts.

When considering this interchange improvement project with adjacent private development projects, no cumulatively considerable increased transportation impacts to the community are expected. Therefore, no measures are required.

CONCLUSION

Cumulative impacts on transportation would be mitigated through the implementation of **TRA-2** to reduce VMT impacts to a less than significant level. All other environmental resource topics would be reduced through implementation of Caltrans Standard Measures and Best Management Practices and avoidance and minimization measures described in the various subsections of Chapter 2. Therefore, the potential impacts of the proposed project would be cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, and would result in a less than significant impact with mitigation incorporated.

c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact—The proposed project would result in minor impacts on human beings during construction in the form of temporary noise and air quality emissions, as described in Section 2.2.5 *Air Quality*, and Section 2.2.6 *Noise and Vibration*. However, Caltrans Standard Measures and Best Management Practices for air quality and noise would be implemented, which would reduce these effects. Therefore, the impact would be less than significant.

3.3 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

The impacts of climate change are already being observed in the form of sea level rise, drought, more intense heat, extended and severe fire seasons, and historic flooding from changing storm patterns. Both mitigation and adaptation strategies are necessary to address these impacts. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, "mitigation" involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. "Adaptation" is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

Regulatory Setting

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to Caltrans' Standard Environmental Reference (SER), Chapter 16, Climate Change.

Federal

To date, no nationwide numeric mobile-source GHG reduction targets have been established; however, federal agencies are mandated to consider the effects of climate change in their environmental reviews.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) is the basic national charter for protection of the environment which establishes policy, sets goals, and provides direction for carrying out the policy. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project. In May 2024, the White House Council on Environmental Quality (CEQ) issued the National Environmental Policy Act Implementing Regulations Revisions Phase 2 (89 Fed. Reg. 35442). The CEQ regulations do not establish numeric thresholds of significance, but mandate that federal agencies consider the effects of climate change in their environmental reviews, including direct, indirect, and cumulative impacts. The CEQ regulations further require that agencies quantify greenhouse gas emissions, where feasible, from the proposed action and

alternatives. The regulations also direct agencies to identify reasonable alternatives that reduce climate change-related effects.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level rise, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values— “the triple bottom line of sustainability” (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include The Energy Policy and Conservation Act of 1975 (42 USC Section 6201); and Corporate Average Fuel Economy (CAFE) Standards. The U.S. Department of Transportation’s National Highway Traffic and Safety Administration (NHTSA) sets and enforces corporate average fuel economy (CAFÉ) standards for on-road motor vehicles sold in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards for vehicles under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation’s energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014). These standards are periodically updated and published through the federal rulemaking process.

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs).

In 2005, EO S-3-05 initially set a goal to reduce California’s GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later EOs and Assembly and Senate bills refined interim targets and codified the emissions reduction goals and strategies. The California Air Resources Board (ARB) was directed to create a climate change scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” Ongoing GHG emissions reduction was also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human- caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the State maintains a climate adaptation strategy to address the full range of climate change stressors, and passed legislation requiring state agencies to consider protection and management of natural and working lands as an important strategy in meeting the state’s GHG reduction goals.

Environmental Setting

The proposed project is in an urban area of Riverside County with a well-developed road and street network. The project area is mainly commercial, with some residential and light industrial in the nearby vicinity. The route in the project area is heavily used during peak hours. 2024–2050

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) by the Southern California Association of Governments guides transportation development in the project area. The City of Menifee General Plan Safety Element for Climate Adaptation (2013) and the Western Riverside Council of Governments Subregional Climate Action Plan (2014) addresses GHGs in the project area.

GHG Inventories

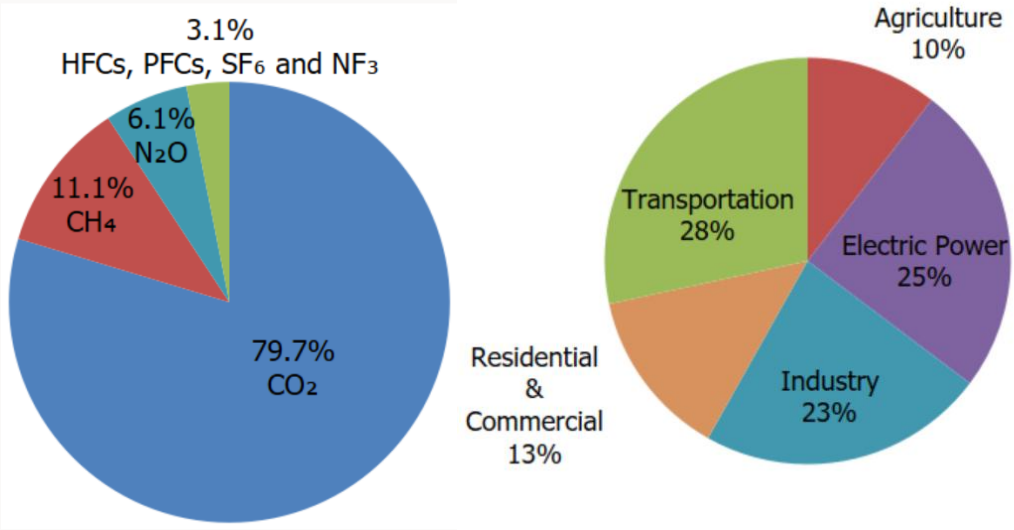
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2022 were 5,489.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 15% of total U.S. emissions in 2022 [U.S. EPA 2024a].) While total GHG emissions in 2022 were 17% below 2005 levels, they increased by 1% over 2021 levels. Of these, 80% were CO2, 11% were CH4, and 6% were N2O; the balance consisted of fluorinated gases. From 1990 to 2022, CO2 emissions decreased by only 2% (U.S. EPA 2024a).

The transportation sector's share of total GHG emissions remained at 28% in 2022 and continues to be the largest contributing sector (Figure 3.1-1). Transportation activities accounted for 37% of U.S. CO2 emissions from fossil fuel combustion in 2022. This is a decrease of 0.5% from 2021 (U.S. EPA 2024a, 2024b)).

Figure 3.1-1: U.S. 2022 Greenhouse Gas Emissions

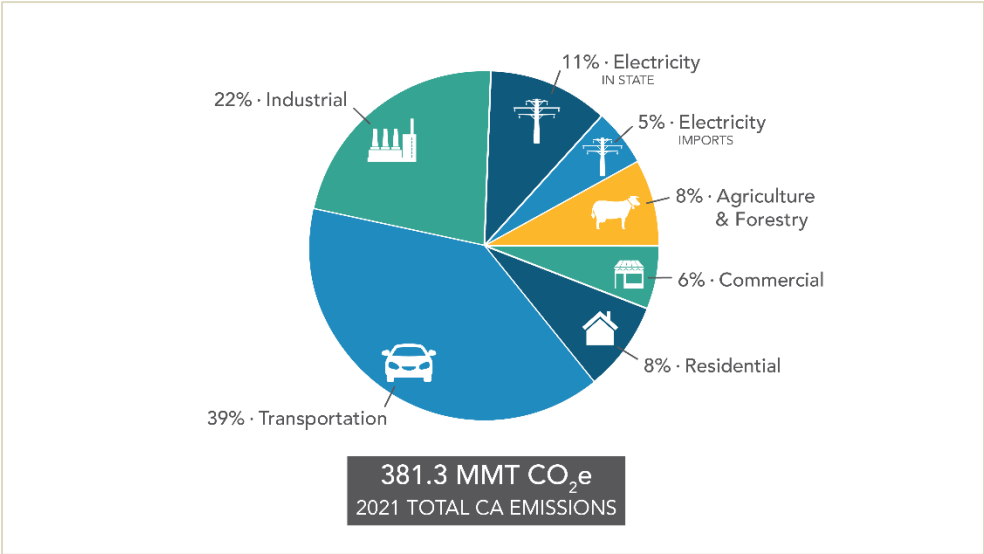


Source: U.S. EPA 2024b

State GHG Inventory

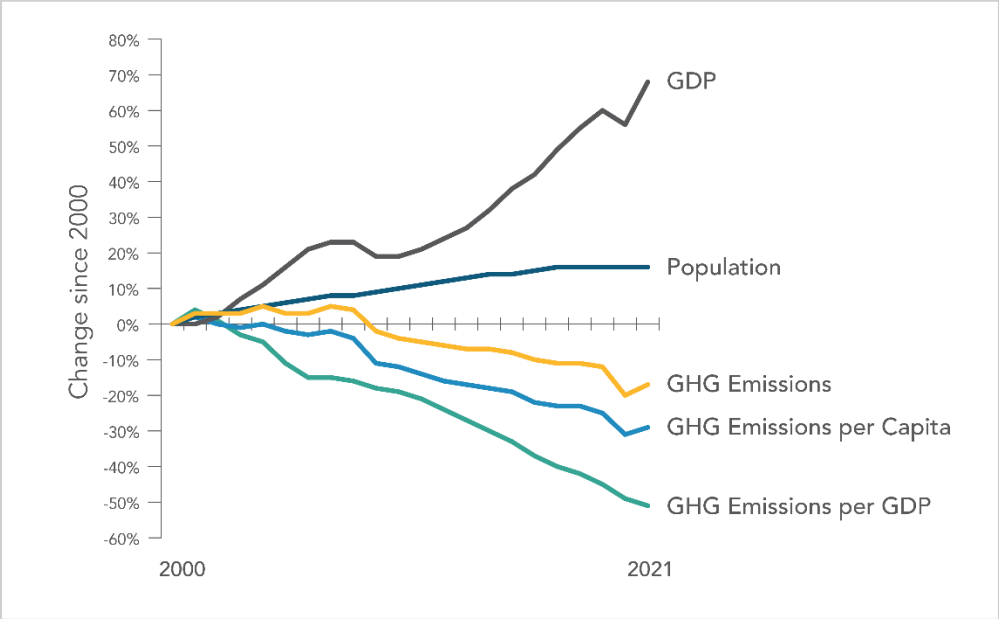
ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2021 despite growth in population and state economic output (Figure 3.1-3). Transportation emissions remain the largest contributor to GHG emissions in the state (Figure 3.1-2) (ARB 2023).

Figure 3.1-2: California 2021 Greenhouse Gas Emissions by Economic Sector



Source: ARB 2023

Figure 3.1-3: Change in California GDP, Population, and GHG Emissions since 2000



Source: ARB 2023

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. ARB adopted the first scoping plan in 2008. The second updated plan, California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The 2022 Scoping Plan for Achieving Carbon Neutrality, adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (ARB 2022a).

Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008*, ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the Connect SoCal 2024-2050 RTP/SCS for SCAG. The regional reduction target for SCAG is 19% percent by 2035 (ARB 2022c).

Table 3.1-1: Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Southern California Association of Governments 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (Approved April 4, 2024)	• System Preservation and Resilience • Complete Streets • Transit and Multimodal Integration • Transportation System Management • Transportation Demand Management • Air Quality • Clean Transportation • Goods Movement
City of Menifee General Plan (Approved 2013)	Open Space and Conservation • OCS-10.1: Align the city's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32. • OCS-10.2: Align the city's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05. • OCS-10.3: Participate in regional greenhouse gas emission reduction initiatives.
Western Riverside Council of Governments Subregional Climate Action Plan (Approved February 2022)	Transportation • LT-1 Bicycle Infrastructure Improvements: Expand bike facilities; Amend zoning code to require large developments to include bike parking • LT-2 Pedestrian Infrastructure Improvements: Fill gaps in the pedestrian network through construction of sidewalks, crosswalks, curb ramps, pedestrian signals, or pedestrian crossings

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called “carbon

dioxide equivalent", or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.)

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself." (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

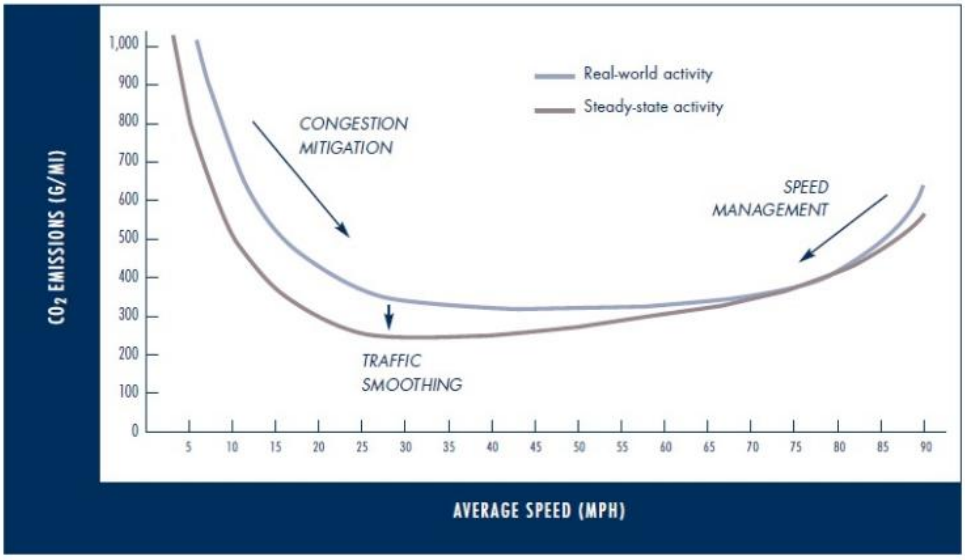
Operational Emissions

The National GHG Inventory for 2022 reported that 80 percent of all U.S. GHG emissions in 2022 consisted of CO_2, and fossil fuel combustion for transportation accounted for 35 percent of those CO_2 emissions. Most (37 percent) transportation-related CO_2 was from operating light-duty trucks, 23 percent from medium- and heavy-duty trucks and buses, and 20 percent from passenger cars. The remainder of emissions came from other modes and off-road sources (U.S. EPA 2024a). Because CO_2 emissions represent the greatest percentage of GHG emissions, it has been selected as a proxy for the following analysis for potential climate change impacts.

The highest levels of CO_2 from mobile sources such as automobiles occur at stop-and-go speeds (0–25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0–25 miles per hour (see Figure 3.1-4). To the extent that a project enhances operational efficiency and improves travel times in high-congestion travel corridors, GHG emissions, particularly CO_2, may be reduced, provided that improved travel times do not induce additional VMT.

Four primary strategies can reduce GHG emissions from transportation sources: (1) improving the transportation system and operational efficiencies, (2) reducing travel activity, (3) transitioning to lower GHG emitting fuels, and (4) improving vehicle technologies and efficiency. To be most effective, all four strategies should be pursued concurrently.

Figure 3.1-4: Possible Use of Traffic Operation Strategies in Reducing On-road CO_2 Emissions



(Source: Barth and Boriboonsomsin 2010)

The purpose of this project is to improve traffic flow within the interchange by upgrading infrastructure and improving McCall Boulevard at the I-215 interchange. The City identified McCall Boulevard as a major arterial roadway that provides access to I-215. To address anticipated growth and development in and around the interchange, the City initiated a Project Study Report–Project Development Study (PSR-PDS) and received Caltrans concurrence in January 2017. The City recognizes the need to improve the I-215/McCall Boulevard interchange and proposes to reconstruct the interchange to improve traffic flow, multimodal connectivity, and operational performance of the interchange.

The approved PSR-PDS recommended a no-build alternative and one build alternative, the tight diamond, for study in the Project Approval/Environmental Document (PA/ED) phase. A number of alternative configurations were considered but removed from further consideration during the PSR-PDS.

Transit and multi-modal features are included in the Build Alternative, including sidewalks on the north side of McCall Boulevard, and NEV and bicycle lanes on both sides of McCall Boulevard. The overall transportation framework in the project area is automobile driven; however, the I-215/McCall Boulevard Interchange project, as stated above, includes multi-modal components and is consistent with existing transit facilities. This includes the Riverside Transit Agency, which provides transit services in portions of the City. The improvements would enhance east-west connection across I-215 for all users.

The project is included in SCAG's 2024-2050 RTP/SCS under the listing of State Highway Projects as FTIP ID RIV151218.

> 2024 RTP Project Description: IN WESTERN RIVERSIDE COUNTY IN MENIFEE: RECONSTRUCT/WIDEN I-215 IC AT MC CALL BLVD. - WIDEN IC FROM 4 TO 6 LANES (SUN CITY BLVD TO EASTERLY OF ENCANTO DR), WIDEN ENTRY RAMPS (RAMP METERED / NON HOV PREFERENTIAL LANE), WIDEN EXIT RAMPS (DUAL LEFT @ SB & DUAL RIGHT @ NB WITH MCCALL), ADD DUAL LEFT-TURN AND DEDICATED RIGHT-TURN LANES (EA 1F700)).

The proposed project would result in beneficial impacts on congestion that would result from existing and planned development anticipated to occur in the project area. The proposed improvements would generally result in improvements related to freeway segment and intersection operations; refer to Section 2.1.6 for a detailed analysis of traffic operations under the Build Alternative for Opening Year 2028 and Design Year 2048 conditions. On a system-wide basis, the TOAR prepared for the project identifies substantial improvements in average delay per vehicle, total delay, total travel time, and average speed.

Quantitative Analysis

Operational emissions associated with vehicular traffic in the region were evaluated quantitively. GHG emissions impacts for the No Build and Build Alternative were computed using CT-EMFAC2021 for existing conditions (Year 2021) and future years (2028 Opening Year and 2048 Design Year). The traffic information for greenhouse gas modeling is provided in the *Supplemental Information for the I-215/ McCall Boulevard Interchange Project GHG Assessment Memo* (Fehr & Peers 2024). Evaluation of Build Alternative 1 for climate change impacts includes the I-215/McCall Boulevard Interchange Improvement and La Piedra Road Diet to be implemented for VMT mitigation. These results are shown in Table 3.3-1 below.

Table 3.3-1: Modeled Annual CO_{2e} Emissions and Vehicle Miles Traveled, by Alternative

Alternative	CO_2e Emissions (Metric Tons/Year)	Difference Build vs No Build (MT)	Change over Existing/Baseline (MT)	Annual Vehicle Miles Traveled[1]	Change over Existing/Baseline (miles)
Existing/Baseline (2021)	21,077.51	–	–	56,237,867	-
Open to Traffic Year 2028					
No Build	18,528.07	–	-2,549.44	61,386,998	+5,149,131
Build Alternative	18,475.54	-52.53	-2,601.97	61,408,720	+5,170,853
20-Year Horizon/Design-Year 2048					
No Build	18,462.28	–	-2,615.24	76,100,720	+19,862,853
Build Alternative	18,299.79	-162.488	-2,777.73	76,181,862	+19,943,995

Source: CT-EMFAC (2021 v1.0.2.0) and *Supplemental Information for the I-215/ McCall Boulevard Interchange Project GHG Assessment* (Fehr & Peers, 2024)
CO_2 = carbon dioxide
CO_2e = CO_2, N_2O, CH_4
[a] Annual CO_2e Emissions values derived from daily CO_2e Emissions values multiplied by 347, per ARB methodology (ARB 2008: I-19).
[b] Annual vehicle miles traveled (VMT) values derived from Daily VMT values multiplied by 347, per ARB methodology (ARB 2008: I-19).
[c] Build Alternative 1 includes the I-215/McCall Boulevard Interchange Improvement and La Piedra Road Diet

The mobile GHG emissions in the region would decrease from baseline levels compared to the Build and No-Build Alternative and in the opening (2028) and design (2048) years. For CEQA, this is considered a less than significant impact because future emissions for the Build Alternative is less than existing. This decrease for each of the study years would occur primarily due to improvements in technology, vehicle fleet transition to improved cars, and reformulation of fuels.

ARB developed the EMission FACtors (EMFAC) model to facilitate preparation of statewide and regional mobile source emissions inventories. The model generates emissions rates that can be multiplied by vehicle activity data from all motor vehicles, from passenger cars to heavy-duty

trucks, operating on highways, freeways, and local roads in California. EMFAC has a rigorous scientific foundation, has been approved by U.S. EPA, and has been vetted through multiple stakeholder reviews. Caltrans developed CT-EMFAC to apply project-specific factors to ARB's model.

EMFAC's GHG emission rates are based on tailpipe emissions test data and the model does not account for factors such as the rate of acceleration and vehicle aerodynamics, which influence the amount of emissions generated by a vehicle. GHG emissions quantified using CT-EMFAC are therefore estimates and may not reflect actual on-road emissions. The model does not, however, account for induced travel. Modeling GHG estimates with EMFAC or CT-EMFAC nevertheless remains the most precise means of estimating future greenhouse gas emissions. While CT-EMFAC is currently the best available tool for calculating GHG emissions from mobile sources, it is important to note that the GHG results are only useful for a comparison of alternatives.

Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so cannot be considered "temporary" in the same way as criteria pollutants that subside after construction is completed.

Use of long-life pavement, improved traffic management plans, and changes in materials can also help offset GHG emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Construction emissions were estimated using CalEEMod. The construction period for the project is expected to occur for approximately 18 months and generate 1,743 metric tons of CO_{2e}.

Construction emissions were estimated for the Build Alternative using default equipment inventories provided in CalEEMod, project construction scheduling information provided by the project engineer, and emissions factors from the CalEEMod model.

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7 1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all CARB emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce short-term construction vehicle emissions also help reduce GHG emissions.

CEQA Conclusion

The proposed project is identified in SCAG's 2024–2050 RTP/SCS, and the Build Alternative is directly supporting the 2024–2050 RTP/SCS mobility and accessibility performance outcome by reducing vehicle delay and congestion. This strategy contributes to overall GHG reduction efforts for mobile sources within the SCAG region.

Pedestrian facilities, associated mobility, and connectivity within the project area are limited. Sidewalks are located along the south side of the I-215/McCall Boulevard overcrossing. There are currently no designated bicycle lanes or facilities within the study area. Project implementation would improve mobility and interstate highway access, reduce congestion, and enhance traffic operations. Implementation of sidewalks and NEV and bicycle lanes along McCall Boulevard would increase opportunities for nonmotorized transportation and provide connectivity between McCall Boulevard and residential and commercial development within the area. The Build Alternative would result in permanent beneficial impacts to bicycle and pedestrian movement within the study area, as it would provide non-motorized facilities in areas where limited facilities exist. These features support GHG-related policies of the City of Menifee General Plan.

Additionally, operations at the interchange and adjacent roadways would improve and GHG emissions would decrease compared to existing conditions and no build conditions for both the open to traffic year and design year. Moreover, vehicular emission rates, including GHGs, are anticipated to lessen in future years because of continuing improvements in engine technology and the retirement of older, higher-emitting vehicles. Therefore, the impact to greenhouse gases would be less than significant.

As the Project would be consistent with the Air Quality Management Plan and Climate Action Plan, and would result in a reduction of GHG emissions, and the Project would not conflict with an applicable plan, policy or regulations adopted for reducing GHG, the impact would be less than significant. Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

Statewide Efforts

In response to Assembly Bill 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors to take California into a sustainable, cleaner, low-carbon future, while maintaining a robust economy (ARB 2022b).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research identified five sustainability pillars in a 2015 report: (1) Increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030; (2) Reducing petroleum use by up to 50 percent by 2030; (3) Increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) Reducing emissions of short-lived climate pollutants; and (5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). Reducing today's petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released *Natural and Working Lands Climate Smart Strategy* (California Natural Resources Agency 2022).

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan for Transportation Infrastructure

The California Action Plan for Transportation Infrastructure (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

Caltrans Strategic Plan

The *Caltrans 2024-2028 Strategic Plan* outlines goals centered on safety, climate action, and stewardship. Climate-related strategies include implementing the Caltrans Climate Action Plan; expanding climate education, training, and outreach; strengthening partnerships to support climate resilience; promoting sustainable transportation solutions that reduce emissions; and

continuing to engage underserved and disproportionately impacted communities in climate planning and implementation.

Caltrans Policy Directives and Other Initiatives

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a Department policy to ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions. The report documents and evaluates current Caltrans procedures and activities that track and reduce GHG emissions and identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Departmental and State goals.

Project-Level GHG Reduction Strategies

The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project:

CC-1 A Transportation Management Plan (TMP) will be prepared during the final design phase to minimize traffic delays and idling during construction.

CC-2 The project will incorporate the use of energy-efficient lighting, such as LED traffic signals, to help reduce the project's CO_2 emissions.

CC-3 The project will implement landscaping as determined during final design in coordination with the City of Menifee and the Caltrans District Landscape Architect. This landscaping will include energy- and water-efficient irrigation systems and native plants as appropriate, and to conserve energy.

CC-4 The project will recycle construction debris as practicable.

GHG-1 The contractor must comply with all local Air Pollution Control District's (APCD) rules, ordinances, and regulations for air quality restrictions. This includes CARB's anti-idling rule (Section 2489 of the California Code of Regulations).

GHG-2 The project will maintain equipment in proper tune and working condition. Construction equipment fleets will be in compliance with Best Available Control Technology requirements.

GHG-3 Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.

GHG-4 The project will incorporate design measures to reduce GHG emissions from solid waste management through solid waste reduction, recycling, and reuse.

GHG-5 The project will utilize energy- and fuel-efficient vehicles and equipment that meet and exceed U.S. EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction.

GHG-6 The project will use the minimum feasible amount of GHG-emitting construction materials.

Adaptation Strategies

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges, combined with a rising sea level, can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require a facility be relocated or redesigned. Furthermore, the combined effects of transportation projects and climate stressors can exacerbate the impacts of both on vulnerable communities in a project area. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The *Fifth National Climate Assessment*, published in 2023, presents the most recent science and "analyzes the effects of global change on the natural environment, agriculture, energy production and use, land and water resources, transportation, human health and welfare, human social systems, and biological diversity; [It] analyzes current trends in global change, both human-induced and natural, and projects major trends for the subsequent 25 to 100 years … to support informed decision-making across the United States." Building on previous assessments, it continues to advance "an inclusive, diverse, and sustained process for assessing and communicating scientific knowledge on the impacts, risks, and vulnerabilities associated with a changing global climate" (U.S. Global Change Research Program 2023).

The National Oceanic and Atmospheric Administration (NOAA) provides sea level rise projections for all U.S. coastal waters to help communities and decision makers assess their risk from sea level rise. Updated projections through 2150 were released in 2022 in a report and online tool (NOAA 2022).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) provides information to help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The Fourth Assessment reported that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience an up to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures; a two-thirds decline in water supply from snowpack resulting in water shortages; a 77% increase in average area burned by wildfire; and large-scale erosion of up to 67% of Southern California beaches due to sea level rise. These effects will have profound impacts on infrastructure, agriculture, energy demand, natural systems, communities, and public health (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

To help actors throughout the state address the findings of California's Fourth Climate Change Assessment, AB 2800's multidisciplinary Climate-Safe Infrastructure Working Group published *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. This report provides guidance on assessing risk in the face of inherent uncertainties still posed by the best available climate change science. It also examines how state agencies can use infrastructure planning, design, and implementation processes to respond to the observed and anticipated climate change impacts (Climate-Safe Infrastructure Working Group 2018).

EO S-13-08, issued in 2008, directed state agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the 2009 *California Climate Adaptation Strategy*, the Safeguarding California Plan, and a series of technical reports on statewide sea level rise projections and risks, including the *State of California Sea-Level Rise Guidance Update* in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current *California Climate Adaptation Strategy* incorporates key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio,* and the CAPTI (described above). Priorities in the 2023 *California Climate Adaptation Strategy* include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2023).

EO B-30-15 recognizes that effects of climate change threaten California's infrastructure and requires state agencies to factor climate change into all planning and investment decisions. Under this EO, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies*, to encourage a uniform and systematic approach to building resilience.

SB 1 Coastal Resources: Sea Level Rise (Atkins 2021) established statewide goals to "anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the coastal zone." As the legislation directed, the Ocean Protection Council collaborated with 17 state planning and coastal management agencies to develop the *State Agency Sea-Level Rise Action Plan for California* in February 2022. This plan promotes coordinated actions by state agencies to enhance California's resilience to the impacts of sea level rise (California Ocean Protection Council 2022).

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Caltrans Sustainability Programs

The Director's Office of Equity, Sustainability and Tribal Affairs supports implementation of sustainable practices at Caltrans. The *Sustainability Roadmap* is a periodic progress report and plan for meeting the Governor's sustainability goals related to EOs B-16-12, B-18-12, and B-30-15. The Roadmap includes designing new buildings for climate change resilience and zero-net energy, and replacing fleet vehicles with zero-emission vehicles (Caltrans 2023).

Project Adaptation Analysis

Sea Level Rise

The proposed project is outside the coastal zone and not in an area subject to sea level rise. Accordingly, direct impacts to transportation facilities due to projected sea level rise are not expected.

Precipitation and Flooding

The project is within FEMA Zone X which is identified as an Area of Minimal Flood Hazard . There are no mapped floodplains within or adjacent to the project area; therefore, no impacts to hydrology or floodplains are anticipated. As described in Section 2.2,1, Water Quality and Storm Water Runoff, drainage in the Project area is collected by various storm drain facilities and conveyed to the Sun City Channel, a regional flood control facility operated and maintained by the Riverside County Flood Control and Water Conservation District. Due to the increase the impervious surfaces in the area by approximately 2.8 acres, the Project may attenuate additional runoff tributary to the Sun City Channel/ reinforced concrete box culvert through the use of detention/retention basins within the interchange.

The Caltrans Climate Change Vulnerability Assessment for District 8 (Caltrans 2019) assesses and maps changes in the 100-year storm precipitation depth in the district. At the project location, 100-year storm depth is anticipated to increase by 3-2%-3.3% by 2055 and by 3.1% by 2085 under the RCP 8.5 (business as usual) climate change scenario. The project is not located in a 100-year floodplain or an inundation area. As the Project would attenuate additional runoff tributary to the Sun City Channel/ reinforced concrete box culvert through the use of detention/retention basins within the interchange, the channel would be adequate to convey current and potentially greater future 100-year storm runoff. Accordingly, the project would be adapted and resilient to future increases in 100-year storm precipitation.

Wildfire

There is limited wildfire risk as the project area is not located in or near a state or local responsibility area or land classified as very high fire hazard severity zone according to CalFire's Fire Hazard Severity Zone mapping. The project will improve travel time, which in turn will improve emergency response time. The project will not exacerbate wildfire risks; therefore, no impact to wildfire is anticipated.

The project is proposed to address planned development in the area, which would introduce new human factors that could cause fire. However, it would improve the existing interchange without introducing new roadways or other structures vulnerable to fire.

Landscaping would involve installment of fire-tolerant plant species within the roadway right-of-way with implementation of avoidance and minimization measure CC-3. Landscaping concepts and plant palette would be developed in coordination with and approved by the Caltrans District Landscape Architect. Accordingly, the proposed project would not exacerbate wildfire risk, and the project would not be more vulnerable to wildfire and extreme heat than it is under existing conditions.

Temperature

Pavement design includes a temperature assessment in determining materials, and pavement is generally replaced after about 20 years. Minimum 7-day average temperatures in the project area are projected to increase up to 4.8 degrees by 2055 while maximum 7-day average temperatures are projected to increase up to 5.3 degrees F by 2055; pavement materials will be selected appropriately. Therefore, the Project will be resilient to future temperature changes.

Chapter 4 – Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures and related environmental requirements. Agency consultation and participation for this proposed project have been accomplished through a variety of formal and informal methods, including project development team meetings, interagency coordination meetings, and coordination with resources agencies and Native American individuals and organizations. This chapter summarizes the results of efforts to fully identify, address, and resolve project-related issues through early and continuing coordination. Consultation with several agencies occurred in conjunction with preparation of the technical reports and this EIR/EA prepared for this proposed project. These agencies are identified in the various technical reports and include the Native American Heritage Commission, Transportation Working Group, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Scoping Process

A Notice of Preparation (NOP) was prepared for the project to notify responsible agencies, trustee agencies, involved federal agencies, and interested parties that the lead agency plans to prepare an EIR for the project (see Appendix I: Notice of Preparation). The NOP was distributed on March 29, 2024, to agencies, organizations, elected officials, property owners within 300 feet of the project area, and other interested parties. The NOP included information describing the project, location, and potential environmental effects and requested comments from the agencies and interested parties. The public scoping comment period was from March 29, 2024, until May 1, 2024.

A public scoping meeting for the project was held on April 30, 2024, from 5:00 p.m. to 7:00 p.m. at the City of Menifee City Council Chambers located at 29844 Haun Road, Menifee, CA 92586. The public scoping meeting was open to the public and provided an opportunity for the public, community, interested groups, media, and government agencies to obtain information, ask questions, and provide comments regarding the project. The public scoping meeting was an open house style format with exhibits presenting information about a project. A Spanish interpreter was available during the public scoping meeting. A total of 2 members of the public attended the public scoping meeting.

Comments were received on the Notice of Preparation by agencies and organizations including the California Department of Fish and Wildlife (CDFW), Native American Heritage Commission (NAHC) and Riverside County Flood Control and Water Conservation District. One public scoping meeting comment was received as a written comment requesting the restriction of parking along McCall Boulevard. Additionally, a letter was received from the Sun City Medical Dental Building stating potential concerns regarding construction impacts along with operational noise impacts.

Consultation and Coordination with Public Agencies

US Fish and Wildlife Service

No agency coordination or professional contacts have been initiated at this time for the proposed project. A USFWS Species List was obtained from the USFWS Carlsbad Office on February 2,

2023 and an updated list was obtained on May 27, 2025. A copy of the USFWS Species List is included in Appendix F.

Transportation Conformity Working Group

Pursuant to the interagency consultation requirement, the proposed project was submitted to SCAG's TCWG for consideration at its meeting on February 27, 2024. At that meeting, the members of the TCWG confirmed that the proposed project is not a Project of Air Quality Concern (POAQC). A copy of TCWG's determination is included in Appendix D.

The proposed project still requires an air quality conformity analysis determination letter from FHWA. FHWA makes their determination based on the air quality conformity analysis prepared for the project. This is done after circulation of this Environmental Document is completed.

Native American Coordination

The Native American Heritage Commission was contacted on May 19, 2021 and a response was received on June 4, 2021 with a list of Native American contacts from tribes that might have an interest in the project. Consultation letters were sent to each of these contacts in August of 2021 (18 Native American groups) and follow up phone calls were made between February and May 2022 to provide a diligent attempt at establishing contact. A complete list of this consultation effort is provided in Table 4.1.

Of the responses received, consultation resulted in the tribes unaware of specific cultural resources that may be affected by the project; however, the Augustine Band of Cahuilla Mission Indians requested to be notified in case of late discovery.

Table 4.1: Native American Consultation Summary

Affiliation	Name	Contact Date	Contact Type	Response
Native American Heritage Commission	Andrew Green, Cultural Resources Analyst	05/19/2021	Letter	Andrew Green of NAHC responded on June 4, 2021 to the inquiry letter and indicated that a sacred lands search failed to indicate the presence of Native American cultural resources in the area. A list of Native American individuals or groups in the area was provided.
Agua Caliente Band of Cahuilla Indians	Patricia Garcia-Plotkin, Director	08/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on 08/27/2021
		09/17/2021	Email	Lacy Padilla replied via email stating the project is within the Tribe's Traditional Use Area. The Tribe requests copies of any cultural resources

Affiliation	Name	Contact Date	Contact Type	Response
				documentation (report and site records) generated in connection with this project.
		08/01/2022	Email	Copies of the draft cultural reports were sent to the Agua Caliente on 8/1/22. No response to date - Consultation considered complete.
	Jeff Grubbe, Chairperson	08/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on 8/27/2021
		08/01/2022	Email	See response above
Augustine Band of Cahuilla Mission Indians	Amanda Vance, Chairperson	08/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on 09/03/2021
		02/28/2022	Email	No response to date
		05/16/2022	Email	A letter was received via email on 5/18/22 stating that the tribe did not know of any resources that would be impacted by the project but to be contacted should any discoveries be made. The Augustine Band of Cahuilla Mission Indians will be notified in the event of any late discoveries - Consultation considered complete.
Cabazon Band of Mission Indians	Doug Welmas, Chairperson	08/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on 8/27/2021
		2/28/2022	Email	No response to date
		5/16/2022	Email	No response to date - Consultation considered complete.
Cahuilla Band of Indians	Daniel Salgado, Chairperson	08/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on August 30, 2021

Affiliation	Name	Contact Date	Contact Type	Response
		2/28/2022	Email	No response to date
		5/16/2022	Email	No response to date - Consultation considered complete.
Campo Band of Diegueno Mission Indians	Ralph Goff, Chairperson	08/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on 9/11/2021
		2/28/2022	Email	No response to date
		5/16/2022	Email	No response to date - Consultation considered complete.
Ewiiaapaayp Band of Kumeyaay Indians	Michael Garcia, Vice Chairperson	08/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on 8/27/2021
		2/28/2022	Email	No response to date
		5/16/2022	Email	No response to date - Consultation considered complete.
	Roberto Pinto, Chairperson	08/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on 8/27/2021
		2/28/2022	Email	No response to date
		5/16/2022	Email	No response to date - Consultation considered complete.
La Posta Band of Diegueno Mission Indians	Javaughn Miller, Tribal Administrator	08/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on 8/27/2021
		2/28/2022	Email	No response to date
		5/16/2022	Email	No response to date - Consultation considered complete.
	Gwendolyn Parada, Chairperson	08/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021

Affiliation	Name	Contact Date	Contact Type	Response
				and was picked up on 8/27/2021
		2/28/2022	Email	No response to date
		5/16/2022	Email	No response to date - Consultation considered complete.
Los Coyotes Band of Cahuilla and Cupeño Indians	Ray Chapparosa, Chairperson	08/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on 9/01/2021
		3/2/2022	Phone call	Conversation with Mario Castiano, stated that the letter was received and reviewed by the Chairperson and that there are no tribal concerns regarding the project. No further consultation is required - Consultation considered complete.
Manzanita Band of Kumeyaay Nation	Angela Elliot Santos, Chairperson	08/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on 8/30/2021
		3/2/2022	Phone Call	Message left on voicemail.
		5/16/2022	Phone call	Message left on voicemail - Consultation considered complete.
Morongo Band of Mission Indians	Ann Brierty, THPO	08/18/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/18/2021 and was picked up on 8/23/2021
		2/28/2022	Email	No response to date - Consultation considered complete.
	Robert Martin, Chairperson	08/18/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/18/2021 and was picked up on 8/23/2021
		2/28/2022	Email	No response to date

Affiliation	Name	Contact Date	Contact Type	Response
		5/16/2022	Email	No response to date - Consultation considered complete.
Pala Band of Mission Indians	Shasta Gaughen, THPO	08/18/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/18/2021 and was picked up on and was picked up on 8/21/2021
		2/28/2022	Email	No response to date
		5/16/2022	Email	No response to date - Consultation considered complete.
Pechanga Band of Luiseno Indians	Mark Macarro, Chairperson	08/18/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/18/2021 and was picked up on 8/23/2021
		2/28/2022	Email	No response to date
		5/16/2022	Email	No response to date - Consultation considered complete.
Quechan Tribe of the Fort Yuma Reservation	Jill McCormick, HPO	08/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on 8/30/2021
		09/07/2021	Email	Jill McCormick replied via email stating the Tribe has no comments on this project. No further response is required - Consultation considered complete.
Ramona Band of Cahuilla	Joseph Hamilton, Chairperson	08/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on 8/27/2021
		2/28/2022	Email	No response to date
		5/16/2022	Email	No response to date - Consultation considered complete.
	Cheryl Madrigal, THPO	8/18/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation

Affiliation	Name	Contact Date	Contact Type	Response
Rincon Band of Luiseño Indians				letter was sent on 8/18/2021 and was picked up on 8/23/2021
		09/28/2021	Email	Cheryl Madrigal replied via email stating that they have no additional information to provide. They recommended to directly contact the Pechenga Band of Luiseño Indians and Soboba Band of Luiseño Indians - Consultation considered complete.
	Bo Mazzetti, Chairperson	08/18/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/18/2021 and was picked up on 8/23/2021
Santa Rosa Band of Cahuilla Indians	Lovina Redner, Tribal Chair	8/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on 08/27/2021
		2/28/2022	Email	No response to date
		5/16/2022	Email	No response to date - Consultation considered complete.
Soboba Band of Luiseño Indians	Isaiah Vivanco, Chairperson	8/18/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/18/2021 and was picked up on 8/26/2021
		2/28/2022	Email	No response to date
		5/16/2022	Email	No response to date - Consultation considered complete.
Torres-Martinez Desert Cahuilla Indians	Thomas Tortez, Chairperson	8/23/2021	Letter	Project Notification (AB52 & Section 106). Initial consultation letter was sent on 8/23/2021 and was picked up on 8/30/2021
		2/28/2022	Email	No response to date
		5/16/2022	Email	No response to date - Consultation considered complete.

Chapter 5 – List of Preparers

California Department of Transportation

David Maher, P.E., Project Manager

Malisa Lieng, Senior Environmental Planner

Teresa Howard, Associate Environmental Planner – A

Olufemi Odufalu, Office Chief, Office of Environmental Engineering Oversight

Farhana Islam, Transportation Engineer Civil, Noise

Fatima Islam, Transportation Engineer Civil, Air Quality

Julie Scriver, Associate Environmental Planner, Archaeologist

Maggi Elgeziry, Environmental Scientist, Biologist

Donald Cheng ,Transportation Engineer, Hazardous Waste

Bahram Karimi, Associate Environmental Planner, Paleontology

Sarah Bailey, Associate Environmental Planner, Permits

Shannon Clarendon, Associate Environmental Planner, Archaeologist

Kha Pham Transportation Engineer Civil, Hydraulics

Almabeth Anderson, Senior Landscape Archaeologist, Landscape

Tariq Jouzi- Transportation Engineer Civil, Stormwater

Aarththika Gobishanker, Transportation Engineer Civil, Traffic Operations

City of Menifee

Nicolas Fidler, Public Works Director

Dokken Engineering

Pamela Dalcin-Walling, P.E., Project Manager

Juann Ramos, P.E., Project Engineer

Sarah Holm, Environmental Manager

Zach Liptak, Senior Environmental Planner

Amy Dunay, Senior Environmental Planner/Archaeologist

Scott Salembier, Senior Environmental Planner/Biologist

Ken Chen, Associate Environmental Planner

Aliana Hale, Environmental Planner

Chapter 6 – Distribution List

A electronic copy of this Environmental Impact Report/Environmental Assessment (EIR/EA) and a Notice of Availability was distributed to federal, state, regional, local agencies, utilities and service providers, as well as interested groups, organizations and individuals, and elected officials. Additionally, all commentors, including agencies, on the NOP along with property owners and occupants within a 500 foot radius of the project limits and within a 500 foot radius of the road diet were provided the Notice of Availability of the Draft EIR/EA.

.

I-215/McCall Blvd Interchange (1F700) EIR/EA Federal, State, Regional, Local Agencies, Utilities/Service Providers, Organizations, & Elected Officials Mailing List

Federal Highway Administration (FHWA)
888 S. Figueroa St., Ste. 440,
Los Angeles, CA. 90017

Environmental Protection Agency, Region IX
Federal Activities Office, CMD-2
75 Hawthorne Street
San Francisco, CA 94105-3901

Office of Environmental Policy and Compliance
Department of the Interior
Main Interior Building, MS 2462
1849 "C" Street, NW
Washington, DC 20240

U.S. Fish & Wildlife Service
777 East Tahquitz Canyon Way
Suite 208
Palm Springs, CA 92262

U. S. Department of Energy
Office of Environmental Management, Director
1000 Independence Ave., SW
Washington, DC 20585

Environmental Clearance Officer
Department of Housing and Urban Development
450 Golden Gate Avenue
P.O. Box 36003
San Francisco, CA 94102

Natural Resources Conservation Service Area 4
4500 Glenwood Drive, Building B
Riverside, CA 92501-3042

California Transportation Commission
Commission Chair
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Headquarters Division of Environmental Analysis
1120 N Street, MS 27
PO Box 942874
Sacramento, CA 94274-0001

California Native Plant Society
2707 K Street, Suite 1
Sacramento, CA 95816-5113

California Wildlife Federation
1012 J Street
Sacramento, CA 95814

Sierra Club
1414 K Street, Suite 500
Sacramento, CA 95814

Senator Alex Padilla
600 B Street
Suite 2240
San Diego, CA 92101

Senator Laphonza Butler
880 Front Street
Suite 4236
San Diego, CA 92101

Congressman Ken Calvert
73710 Fred Waring Drive
Suite 129
Palm Desert, CA 92260

Assemblymember Bill Essayli
4160 Temescal Canyon Rd
Suite 110
Corona, CA 92883

Senator Rosilicie Ochoa Bogh
1758 Orange Tree Lane, Suite B
Redlands, CA 92374

Senator Kelly Seyarto
24640 Jefferson Avenue, Suite 202
Murrieta, CA 92562

Supervisor Chuck Washington
County Administrative Center
4080 Lemon St., 5th Floor
Riverside, CA 92501

Riverside County Clerk Office
2724 Gateway Dr.
Riverside, CA 92507

Councilmember Dean Deines
29844 Haun Road
Menifee, CA 92586

Mayor Pro Tem Bob Karwin
29844 Haun Road
Menifee, CA 92586

Riverside Transit Agency
CEQA Review
1825 3rd Street
Riverside, CA 92507

Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Western Riverside Council of Governments
3390 University Ave. Suite 200
Riverside, CA 92501

South Coast AQMD
Planning, Rule Dev. & Area Sources
ATTN: CEQA IGR
21865 Copley Drive
Diamond Bar, CA 91765

California Air Resources Board
1001 I Street
Sacramento, CA 95814

California Department of Conservation
715 P Street, MS 1900
Sacramento, CA 95814

Riverside County Flood Control and Water Conservation District
Attn: Kevin Cunningham, Environmental Programs Manager
1995 Market St
Riverside, CA 92501

Southern California Association of Governments
CEQA Review
900 Wilshire Blvd. Ste. 1700
Los Angeles, CA 90017

California Public Utilities Commission
320 West 4th Street, Suite 500
Los Angeles, CA 90013

Glenn Sels, P.E
AT&T
Forkert Engineering & Surveying, Inc
22311 Brookhurst Street, Suite 203
Huntington Beach, CA 92646

Eastern Municipal Water District
Attn: Maroun El-Hage
CEQA Review
PO Box 8300
Perris, CA 92572-8300

Harmeet T. Kaur, Senior Engineer OSP
Frontier Communications
9 South 4th Street
Redlands, CA 92373

Source Broadband Services
Joel Altman
1221 Dodson Way
Riverside, CA 92507

MediaCom
27701 Scott Rd, Building D
Menifee, CA 92584

Local Public Affairs
Southern California Edison
CEQA Review
26100 Menifee Rd.
Menifee, CA 92585

Southern California Edison
3rd Party Environmental Review
2244 Walnut Grove Avenue, GO-1, Quad 2C
Rosemead, CA 91770

Josh Thiel-Tract Supervisor
Southern California Edison
CEQA Review
24487 Prielipp Dr.
Wildomar CA 92595

Xochitl Ortega, Planner
Spectrum
560 S. Promenade Avenue, Suite 102
Corona, CA 92879

Ed Mulcahy
Sunesys, LLC
226 N. Lincoln
Corona, CA 92882

Dave Dolney
Sr. Manager, PACWEST Construction
Charter Communications
12051 Industry Street
Garden Grove, CA 92841

Rebecca Caldwell, Utility Coordinator
Crown Castle
1500 Corporate Dr,
Canonsburg, PA 15317

The Gas Company
CEQA Review
280 E Stetson Ave
Hemet, CA 92548

Verizon California
CEQA Review
9 South 4th Street
Redlands, CA 92373

Santa Ana Regional Water Quality Control Board
CEQA Review
3737 Main Street, Suite 500
Riverside, CA 92501

State Water Resources Control Board
P.O. Box 100
Sacramento, CA 95812-0100

California Department of Fish & Wildlife
3602 Inland Empire Blvd.
Suite C-220
Ontario, CA 91764

Western Riverside County
Regional Conservation Authority
CEQA Review
3403 Tenth Street, Suite 320
Riverside, CA 92501

California Department of Water Resources
P.O. Box 942836
Sacramento, CA 94236-0001

Department of Toxic Substances Control
P.O. Box 806
Sacramento, CA 95812-0806

Menifee Union School District
29775 Haun Rd
Menifee, CA 92586

Romoland School District
CEQA Review
25900 Leon Road
Homeland, CA 92548

Perris Union High School District
CEQA Review
155 East Fourth Street
Perris, CA 92570
Attn: Candace Raines

Hans Christensen Middle School
27625 Sherman Rd
Menifee, CA 92585
Sun City Library
26982 Cherry Hills
Menifee, CA 92586

City of Murrieta – Planning Division
CEQA Review
1 Town Square
24601 Jefferson Avenue
Murrieta, CA 92562

Kenneth Phung
Director of Development Services
Planning Division
City of Perris
135 N. “D” Street
Perris, CA 92570

Riverside County Dept. of Env. Health
CEQA Review
3880 Lemon St., 2nd Floor
Riverside, CA 92501

Riverside County Transportation Dept.
4080 Lemon Street, 8th Floor
Riverside, CA 92502-1629

Riverside County Planning Department
CEQA Review
4080 Lemon Street
Riverside, CA 92501

Valley Wide Recreation and Parks District
Attn: James Salvador, Administrative Operations Manager
901 West Esplanade Avenue
San Jacinto, CA 92582

Menifee Global Medical Center
28400 McCall Blvd
Menifee, CA 92585

Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Native American Heritage Commission
CEQA Review
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691

Patricia Garcia
Agua Caliente Band of Cahuilla Indians
CEQA Review
5401 Dinah Shore Drive
Palm Springs, CA 92264

Soboba Band of Luiseño Indians
CEQA Review
P.O. Box 487
San Jacinto, CA 92581

Pechanga Band of Mission Indians
Attn: Ebru Ozdil, Cultural Analyst
CEQA Review
P.O. Box 2183
Temecula, CA 92593

Cultural Resources Manager
Rincon Cultural Resources Department
One Government Center Lane
Valley Center, CA 92082

Menifee Police Department
29714 Haun Rd.
Menifee, CA 92586

California Highway Patrol
27685 Commerce Center Drive
Temecula, CA 92590

California Highway Patrol Headquarters
601 North 7th Street
Sacramento , CA 95811

I-215/McCall Blvd Interchange (1F700) EIR/EA Property Owner Mailing List

FLEMING BLC
100 BAYVIEW CIR #240
NEWPORT BEACH, CA 92660

BANK OF AMERICA NATL TR & SVGS ASSN
NC-001-03-81
101 N TYRON ST
CHARLOTTE, NC 28255

JAYSON M JUST
102 E MOUNTAIN ST
PASADENA, CA 91103

KENSINGTON WEST LLC
1064 PESCADOR DR
NEWPORT BEACH, CA 92660

EDUARDO VILLA LOPEZ
SANCHEZ ROSA
10851 FRACAR AVE
LYNWOOD, CA 90262

BOYUAN ZHOU
XU YIJIE
1103 SANDHURST LN
LA VERNE, CA 91750

JOSEPH J BAGLIO
11392 HUMBER DR
MIRA LOMA, CA 91752

REALTY INCOME PROPERTIES 23
11995 EL CAMINO REAL
SAN DIEGO, CA 92130

J M HARDING 2 L P
12321 SAMPSON AVE #K
RIVERSIDE, CA 92503

JUDY HYUNMEE YANG
KWAK JAE HYUK
12501 SEAL BEACH BLVD #100
STANTON, CA 90680

MIRVAT H TOMA
GAD ELSEED ADEL W
1264 DIANA CT
UPLAND, CA 91786

HAYDEE KABIGTING
13650 COMMUNITY ST
PANORAMA CITY, CA 91402

SANDALS CHURCH
MTN VIEW COMM CHURCH MURRIETA
TEMECULA VALL
150 PALMYRITA AVE
RIVERSIDE, CA 92507

27990 SHERMAN ROAD PARTNERS
15531 ORCHID AVE
TUSTIN, CA 92782

MARCOS A LOPEZ
RESCH-LOPEZ LAURA A
1556 CASA REAL LN
SAN MARCOS, CA 92069

FLEMING FAMILY LTD PARTNERSHIP
16255 VENTURA BLVD #203
ENCINO, CA 91436

CETUS ENTERPRISES INC
1641 PERKINS DR
ARCADIA, CA 91006

TJ AGARDY
AGARDY TELHRI S
1702 BELMONT BLVD
ABILENE, TX 79602

GARNET ROBERT P & DIANE L FAMILY
TRUST DTD 04/16/02
GARNET ROBERT P
17553 BALUCHI CT
PERRIS, CA 92570

ROAD PROPCO BRADLEY
1775 HANCOCK ST #200
SAN DIEGO, CA 92110

LINKS OCEANA
ATTN: WADE HALL
179 CALLE MAGDALENA #201
ENCINITAS, CA 92024

VILLAS VILLAGIO
17992 COWAN
IRVINE, CA 92614

ROBIN JOY HUMPHRIES
1835 NEWPORT BLVD #E272
COSTA MESA, CA 92627

HAI TAN VO
DAO KIM HANH
18642 SANTA ISADORA
FOUNTAIN VALLEY, CA 92708

CHIVUKULA SWARAJYA TRUST DATED 1/10/2020
18655 W BERNARDO DR #334
SAN DIEGO, CA 92127

PEART FAMILY REVOCABLE LIVING TRUST DTD 09/19/2021
PEART N JAMES
1870 FURLOW DR
REDLANDS, CA 92374

RIVERSIDE COUNTY FLOOD CONT
1995 MARKET ST
RIVERSIDE, CA 92501

NICK MARKOU
MARKOU PANAGIOTA
20130 EYOTA RD
APPLE VALLEY, CA 92308

KELLY FAMILY TRUST DTD 06/02/22
KELLY ROBERT D
2037 S EUGENE ST
ANAHEIM, CA 92802

SELF STORAGE SUNRISE
2055 3RD AVE #200
SAN DIEGO, CA 92101

BLUE HOLDINGS DUTCH
2103 N ROSS ST
SANTA ANA, CA 92706

HEALTHCARE NEIGHBORHOOD
215 S HICKORY ST
ESCONDIDO, CA 92025

KABUSHIKIKAISHA CORP
C/O KASUMI REALTY INC
2161 W 182ND ST #101
TORRANCE, CA 90504

DARRYL RITCHIE KERR
21845 HURON LN
LAKE FOREST, CA 92630

KAN YANG
2185 ADAIR ST
SAN MARINO, CA 91108

KIM H VOLK
VOLK KARLA J
225 AMATISTA WAY
OCEANSIDE, CA 92056

PHILIP M GUNKEL
22925 N CANYON LAKE DR
CANYON LAKE, CA 92587

SECURITY EAT 884 INC
23355 CONTINENTAL DR
CANYON LAKE, CA 92587

GINETTE M KEENE
236 TEMPLE AVE
LONG BEACH, CA 90803

MARCHETTI FAMILY TRUST DTD 03/13/15
MARCHETTI GARY STEVEN
2378 BUENA CREEK TRL
VISTA, CA 92084

MICHAEL E MCCARTHY
MCCARTHY JOANNE L
23909 OTERO WAY
RAMONA, CA 92065

DAVID W DELAP
DELAP YING GAO
24001 VIA ALISOL
MURRIETA, CA 92562

EZ HOME
2440 S HACIENDA BLVD #215
HACIENDA HEIGHTS, CA 91745

BOBBY DAVID LEANIO
LEANIO YOLANDA
24660 CORTE JARAMILLO DR
MURRIETA, CA 92562

MORROW JOHN T TRUST DTD 9/18/08
MORROW MARK T
24802 CLARINGTON DR
LAGUNA HILLS, CA 92653

FARAGALLA MAGDY FAMILY TRUST DTD 1/15/24
FARAGALLA MAGDY
24836 HIDDEN HILLS DR
MENIFEE, CA 92584

FORTUNE LAND DEV
ATTN: ROHIT MARWAHA
2551 W WOODLAND DR
ANAHEIM, CA 92801

JEANNIE L DENNING
2552 KELVIN AVE #335
IRVINE, CA 92614

WILLIAM N LEON
LEON BERTHA A
25604 WHITE ASPEN CIR
MENIFEE, CA 92584

KAREN PALMER
25881 INTERLECHEN DR
MENIFEE, CA 92586

ERNEST WONG
2626 BRODERICK AVE
DUARTE, CA 91010

PEGGY J SMITH
26299 COLUMBUS
MENIFEE, CA 92586

PLAZA BRADLEY
C/O JIUNN SHIUNG LIN
2631 INYAHA LN
LA JOLLA, CA 92037

JEAN DROLET or CURRENT TENANT
26535 MCCALL BLVD
MENIFEE, CA 92586

ARNOLD M CRAFT
CRAFT MARIE L
26540 HEMPSTEAD CT
SUN CITY, CA 92586

DARRYL RITCHIE KERR or CURRENT TENANT
26541 HEMPSTEAD CT
MENIFEE, CA 92586

STANLEY REED
26545 MCCALL BLVD
MENIFEE, CA 92586

JARNIGAN ELMYRIA Y FAMILY TRUST DTD 9/1/15
JARNIGAN ELMYRIA Y
26550 HEMPSTEAD CT
SUN CITY, CA 92586

CLARENCE L TRESENRITER
TRESENRITER SHARON
26551 HEMPSTEAD CT
SUN CITY, CA 92586

TINA UDELSON
26555 MCCALL BLVD
SUN CITY, CA 92586

COLEEN J & JENNIFER B REVOCABLE LIVING TR DTD 12/28/ or CURRENT TENANT
26560 HEMPSTEAD CT
MENIFEE, CA 92586

PETRE CRACIUN
CRACIUN GEORGETA
26561 HEMPSTEAD CT
SUN CITY, CA 92586

EVERETT L MANFREDI or CURRENT TENANT
26565 MCCALL BLVD
MENIFEE, CA 92586

SELF DIRECTED IRA MANFREDI or CURRENT TENANT
26575 MCCALL BLVD
MENIFEE, CA 92586

LINKS OCEANA or CURRENT TENANT
26583 CHERRY HILLS BLVD
MENIFEE, CA 92586

CHARLENE SMITH
26585 MCCALL BLVD
MENIFEE, CA 92586

CHIVUKULA SWARAJYA TRUST DATED 1/10/2020 or CURRENT TENANT
26596 MCCALL BLVD
MENIFEE, CA 92586

MARIAN ELIZABETH HAYES
26597 CHAMBERS AVE
SUN CITY, CA 92586

SUN CITY CIVIC ASSN or CURRENT TENANT
26601 CHERRY HILLS BLVD
MENIFEE, CA 92586

DIAZ J & S 2017 FAMILY TRUST
DIAZ JOSE
26606 MCCALL BLVD
MENIFEE, CA 92586

LINKS OCEANA or CURRENT TENANT
26620 MCCALL BLVD
MENIFEE, CA 92586

LINKS OCEANA or CURRENT TENANT
26660 MCCALL BLVD
MENIFEE, CA 92586

BESHAY & FONG PROP or CURRENT TENANT
26670 MCCALL BLVD
MENIFEE, CA 92586

MTN VIEW COM CHURCH MURRIETA
TEMECULA VLLY or CURRENT TENANT
26701 MCCALL AVE
MENIFEE, CA 92586

MTN VIEW COM CHURCH MURRIETA
TEMECULA VLLY
UNITED CHURCH OF SUN CITY CALIF
26701 MCCALL BLVD
MENIFEE, CA 92586

REALTY INCOME PROPERTIES 23 or
CURRENT TENANT
26730 MCCALL BLVD
MENIFEE, CA 92586

WASHINGTON MUTUAL BANK or CURRENT
TENANT
26750 MCCALL BLVD
MENIFEE, CA 92586

BANK OF AMERICA NATL TR & SVGS ASSN or
CURRENT TENANT
26800 CHERRY HILLS BLVD
MENIFEE, CA 92586

SUN REGENCY LTD or CURRENT TENANT
26820 CHERRY HILLS BLVD
MENIFEE, CA 92586

FORTUNE LAND DEV or CURRENT TENANT
26820 MCCALL BLVD
MENIFEE, CA 92586

HAI TAN VO or CURRENT TENANT
26822 CHERRY HILLS BLVD
MENIFEE, CA 92586

SUN CITY CIVIC ASSN
26850 SUN CITY BLVD
SUN CITY, CA 92586

JOHN JACKSON
JACKSON DWINDER
26862 INVAREY ST
MENIFEE, CA 92586

DAVID PRECIADO
26864 CHAMBERS AVE
MENIFEE, CA 92586

SANDOVAL FAMILY TRUST DATED 09/08/2021
SANDOVAL RAMON
26882 CHAMBERS AVE
MENIFEE, CA 92586

EUGENE ANDRADE or CURRENT TENANT
26883 INVAREY ST
MENIFEE, CA 92586

LEMMO FAMILY TRUST DTD 12/1/23
LEMMO DARLENE M
26884 INVAREY ST
MENIFEE, CA 92586

DENNIS GRANADOS
26899 INVAREY ST
MENIFEE, CA 92586

JOSEPH G WACHEL
WACHEL CHERYL L
26900 CHAMBERS AVE
MENIFEE, CA 92586

ANGIE LAVEY
WATTANACHINDA SATAWAT
26900 INVAREY ST
MENIFEE, CA 92586

MICHAEL E MCCARTHY or CURRENT TENANT
26915 INVAREY ST
MENIFEE, CA 92586

SAENZ-PORTILLO FAMILY TRUST DTD
05/02/2023
SAENZ JEANETTE
26916 INVAREY ST
MENIFEE, CA 92586

JAMES ARTHUR SMITH
SMALLWOOD GLORIA LOURDES
26918 CHAMBERS AVE
SUN CITY, CA 92586

DAVID W DELAP or CURRENT TENANT
26936 CHAMBERS AVE
MENIFEE, CA 92586

MARKELL L HOUSE
HOUSE GAIL A
26937 INVAREY ST
MENIFEE, CA 92586

KUNTZ RENEE REV LIVING TRUST DTD
4/18/23
KUNTZ RENEE PATRICE
26938 INVAREY ST
MENIFEE, CA 92586

ELENA A SANCHEZ
26951 INVAREY ST
SUN CITY, CA 92586

SYLVIA ORTIZ
26954 CHAMBERS AVE
SUN CITY, CA 92586

PROP GROUP AG or CURRENT TENANT
26960 CHERRY HILLS BLVD
MENIFEE, CA 92586

TERRY BOESCHE
26972 CHAMBERS AVE
MENIFEE, CA 92586

COUNTY OF RIVERSIDE or CURRENT TENANT
26980 CHERRY HILLS BLVD
MENIFEE, CA 92586

G & M GAPCO
26980 MCCALL BLVD
MENIFEE, CA 92586

KLEITH HUNTER
HUNTER ANNETTE M
26990 CHAMBERS AVE
MENIFEE, CA 92586

PROVIDENT SAVINGS BANK or CURRENT TENANT
27010 SUN CITY BLVD
MENIFEE, CA 92586

JACH LARRY D LIVING TRUST DTD 9/13/07
JACH JESSICA CHRISTINE
2707 S WALTER REED DR #C
ARLINGTON, VA 22206

UNITED CHURCH OF CHRIST or CURRENT TENANT
27070 SUN CITY BLVD
MENIFEE, CA 92586

DARDEN ROBERT A FAMILY TRUST
CREATED BY A DECLARATIO
DARDEN ROBERT A
27080 BLUE HILL DR
MENIFEE, CA 92586

ARMANDO ORTIZ
OROZCO DORA ZUNIGA
27086 WENTWORTH DR
MENIFEE, CA 92586

KERR EARL & SHIRLEY KERR REVOCABLE LIVING TRUST 10/2
KERR EARL L
27091 WENTWORTH DR
SUN CITY, CA 92586

LUIS A RUBIO
RUBIO DOLORES
27098 WENTWORTH DR
MENIFEE, CA 92586

SARAH J CLIFTON
27100 COMWELL ST
MENIFEE, CA 92586

MORROW JOHN T TRUST DTD 9/18/08 or CURRENT TENANT
27111 WENTWORTH DR
MENIFEE, CA 92586

DARDEN ROBERT A FAMILY TRUST
CREATED BY A DECLARATIO or CURRENT TENANT
27112 WENTWORTH DR
MENIFEE, CA 92586

RICHARD M ANDREWS
27116 COMWELL ST
MENIFEE, CA 92586

STEVEN D BISHOP or CURRENT TENANT
27126 CAPILANO DR
MENIFEE, CA 92586

THERESA GEED
27126 WENTWORTH DR
MENIFEE, CA 92586

BARBARA SCOTT
27127 EARLY DAWN RD
MENIFEE, CA 92584

MARJORIE A JOHNSTON
C/O MARJORIE JOHNSTON
27129 WENTWORTH DR
SUN CITY, CA 92586

CHARLES E KING
KING RHONDA
27130 EMBASSY ST
MENIFEE, CA 92586

LUCAS DE JESUS RODRIGUEZ
ABELAR TRINI ORTEGA
27138 WENTWORTH DR
MENIFEE, CA 92586

ERNESTO ARAGON-BENITEZ
27140 CAPILANO DR
MENIFEE, CA 92586

JAMES S FOWLER
27141 WENTWORTH DR
SUN CITY, CA 92586

THIBEAULT BARBARA JEAN LIVING TRUST
DATED 05/7/2019
THIBEAULT BARBARA JEAN
27142 EMBASSY ST
MENIFEE, CA 92586

ALTON K CLARK or CURRENT TENANT
27150 COMWELL ST
MENIFEE, CA 92586

BEL AIR SUN or CURRENT TENANT
27150 SHADEL RD
MENIFEE, CA 92586

NATIVIDAD PORTILLO MEDINA
MEDINA LASONYA
27150 WENTWORTH DR
SUN CITY, CA 92586

NONGKRAN EDWARDS
27154 EMBASSY ST
MENIFEE, CA 92586

STATER BROS MARKETS or CURRENT TENANT
27160 SUN CITY BLVD
MENIFEE, CA 92586

MARIA BARBA
27161 WENTWORTH DR
SUN CITY, CA 92586

HILARIO A ANAYA
27162 ALTA VISTA W WAY
MENIFEE, CA 92586

RAUL LEGARDA
27162 CORONADO WAY
MENIFEE, CA 92586

KABUSHIKIKAISHA CORP or CURRENT TENANT
27162 SUN CITY BLVD
MENIFEE, CA 92586

DONOVAN A VARGASON
27165 GRANADA WAY
SUN CITY, CA 92586

ANTONIO G GONZALEZ
GONZALEZ SOCORRO TOLENTO
27165 LA PRADA WAY
SUN CITY, CA 92586

ALEC ROY ESCALANTE
MORALES MARISSA ANN
27165 PALOMA WAY
MENIFEE, CA 92586

KAN YANG or CURRENT TENANT
27166 ALTA VISTA WAY
MENIFEE, CA 92586

DARRYL A HENRY
HENRY FLO
27166 EMBASSY ST
SUN CITY, CA 92586

PROP RMT or CURRENT TENANT
27166 LA PRADA WAY
MENIFEE, CA 92586

ROBERT ODONNELL
27166 PALOMA WAY
SUN CITY, CA 92586

MIGUEL ANGEL GUZMAN
GUZMAN MARIA
27166 WENTWORTH DR
MENIFEE, CA 92586

LAWRENCE POWELL
POWELL KATHERINE BROWN
27170 CAPILANO DR
SUN CITY, CA 92586

CHRISTOPHER TAIJERON or CURRENT TENANT
27170 CORONADO WAY
MENIFEE, CA 92586

C & P LIVING TRUST DTD 7/2/14 or CURRENT TENANT
27174 EMBASSY ST
MENIFEE, CA 92586

HAYDEE KABIGTING or CURRENT TENANT
27175 CORONADO WAY
MENIFEE, CA 92586

ALONSO CHAVEZ
27177 GRANADA WAY
MENIFEE, CA 92586

JEANNIE L DENNING or CURRENT TENANT
27177 LA PRADA WAY
MENIFEE, CA 92586

BOYUAN ZHOU or CURRENT TENANT
27177 PALOMA WAY
MENIFEE, CA 92586

ARMANDO MERIDA
27178 ALTA VISTA WAY
SUN CITY, CA 92586

ERNEST WONG or CURRENT TENANT
27178 CORONADO WAY
MENIFEE, CA 92586

JOSE DIAZ
DIAZ GUILLERMINA
27178 LA PRADA WAY
SUN CITY, CA 92586

JOSE AGUILAR
HERNANDEZ ANGELA
27178 PALOMA WAY
SUN CITY, CA 92586

CIRCLE K STORES INC or CURRENT TENANT
27180 MCCALL BLVD
MENIFEE, CA 92586

DAVID ULIBARRI
ULIBARRI MARIANNE
27181 EMBASSY ST
MENIFEE, CA 92586

PETROMART RETAIL GROUP INC or
CURRENT TENANT
27181 MCCALL BLVD
MENIFEE, CA 92586

ERNEST A JONES
27184 WENTWORTH DR
MENIFEE, CA 92586

FRANCISCO HUERTAS or CURRENT TENANT
27185 CORONADO WAY
MENIFEE, CA 92586

GAIL FREEMAN
27186 CORONADO WAY
SUN CITY, CA 92586

MAHANEY DIANE LIVING TRUST DTD 11/21/24
MAHANEY DIANE
27188 EMBASSY ST
MENIFEE, CA 92586

POWERS FAMILY PROP
27188 SUN CITY BLVD
MENIFEE, CA 92586

MEGAN R HALL
27190 ALTA VISTA WAY
MENIFEE, CA 92586

KAREN PALMER or CURRENT TENANT
27190 CAPILANO DR
MENIFEE, CA 92586

KABUSHIKIKAISHA CORP or CURRENT
TENANT
27190 SUN CITY BLVD
MENIFEE, CA 92586

TANGHE MARIA H REVOCABLE LIVING
TRUST or CURRENT TENANT
27191 EMBASSY ST
MENIFEE, CA 92586

FOX FAMILY REVOCABLE LIVING TRUST
DATED OCTOBER 25,
FOX ROSALBA C
27191 LA PRADA WAY
SUN CITY, CA 92586

KAREN GRAY
27191 WENTWORTH DR
SUN CITY, CA 92586

ROSA VILLAVICENCIO
27192 CORONADO WAY
MENIFEE, CA 92586

DAN A JOHNSTON or CURRENT TENANT
27195 EL PUENTE ST
MENIFEE, CA 92586

DENA LOTZE
27200 ALTA VISTA WAY
SUN CITY, CA 92586

LAVENA GARCIA
27200 CORONADO WAY
SUN CITY, CA 92586

OSCAR B MAYS
MAYS CARLA
27200 EMBASSY ST
MENIFEE, CA 92586

BASMAN SWEIS or CURRENT TENANT
27200 WENTWORTH DR
MENIFEE, CA 92586

ARTHUR CERVANTES or CURRENT TENANT
27201 CAPILANO DR
MENIFEE, CA 92586

DAVID M TUNISON
TUNISON AMELIA
27203 EL PUENTE ST
MENIFEE, CA 92586

MARY ANN WATKINS
27205 CORONADO WAY
MENIFEE, CA 92586

CARL J FUESS or CURRENT TENANT
27205 WENTWORTH DR
MENIFEE, CA 92586

BASHIR NIMRY
NIMRY RANI
27207 EMBASSY ST
MENIFEE, CA 92586

PETER J ZANI
27210 CAPILANO DR
MENIFEE, CA 92586

PAMELA BARRETT
27210 WENTWORTH DR
MENIFEE, CA 92586

OSCAR A CAMPOS
27211 EL PICO LN
MENIFEE, CA 92586

MARIA D CORTEZ
27211 EL PUENTE ST
SUN CITY, CA 92586

KIM LORRAINE ZUCCARO
ZUCCARO STEVEN MICHAEL
27212 COMWELL ST
SUN CITY, CA 92586

KIM H VOLK or CURRENT TENANT
27212 EL PICO LN
MENIFEE, CA 92586

GILBERTO PEREZ
PEREZ NORA
27212 EMBASSY ST
MENIFEE, CA 92586

CHRISTOPHER M HELMICH or CURRENT TENANT
27215 CORONADO WAY
MENIFEE, CA 92586

PATRICIA LUJAN
27215 WENTWORTH DR
MENIFEE, CA 92586

TBI PROP CORP or CURRENT TENANT
27219 EL PICO LN
MENIFEE, CA 92586

BASSAM AZZAM or CURRENT TENANT
27219 EL PUENTE ST
MENIFEE, CA 92586

WYNANTS JOYCE M 2003 TRUST DATED 11/19/03
WYNANTS JOYCE M
27219 EMBASSY ST
MENIFEE, CA 92586

KIM H VOLK or CURRENT TENANT
27220 EL PICO LN
MENIFEE, CA 92586

VONS CO INC or CURRENT TENANT
27220 SUN CITY BLVD
MENIFEE, CA 92586

JAMES F BURROWS
27220 WENTWORTH DR
SUN CITY, CA 92586

JANETTE K RINER
27221 CORONADO WAY
SUN CITY, CA 92586

PERRIS MASONIC BUILDING ASSN INC or CURRENT TENANT
27221 MCCALL BLVD
MENIFEE, CA 92586

MARY A JOHNSON
27223 CAPILANO DR
SUN CITY, CA 92586

LORNA LEI LOVE
27224 EMBASSY ST
SUN CITY, CA 92586

WILFRED H YANAGISAWA or CURRENT TENANT
27225 WENTWORTH DR
MENIFEE, CA 92586

MICHELLE THIGPEN
27226 ALTA VISTA WAY
MENIFEE, CA 92586

2021 SAUCEDO-GALLEGOS ALMA REVOCABLE FAMILY TRUST
SAUCEDO-GALLEGOS ALMA
27226 CAPILANO DR
MENIFEE, CA 92586

EGMEDIO PARRILLA
PARRILLA CARMENCITA D
27226 EL PICO LN
SUN CITY, CA 92586

JOHN VANDERWOUDEN or CURRENT TENANT
27227 EL PUENTE ST
MENIFEE, CA 92586

MARTINEZ LIVING TRUST
MARTINEZ DAVEY
27230 COMWELL ST
MENIFEE, CA 92586

DENVER FAMILY TRUS DTD 12/6/01
DENVER JOHN V
27230 EL PICO LN
MENIFEE, CA 92586

JOSEPH RAMIREZ
RAMIREZ MARIA DE LOS ANGELES
27230 WENTWORTH DR
MENIFEE, CA 92586

PICA ANNE E FAMILY TRUST
PICA ANNE E
27231 CORONADO WAY
SUN CITY, CA 92586

MARTIN BURIN
BURIN SUSAN
27231 EMBASSY ST
MENIFEE, CA 92586

BARBARA M PENA
27233 CAPILANO DR
SUN CITY, CA 92586

ONONDAGA PARTNERS or CURRENT TENANT
27235 EL PUENTE ST
MENIFEE, CA 92586

SIPRIANO GONZALES
27235 WENTWORTH DR
MENIFEE, CA 92586

STEVEN D STREITZ
27236 CAPILANO DR
MENIFEE, CA 92586

ANTONIO Z PLANCARTE
PLANCARTE ESPERANZA
27238 EMBASSY ST
SUN CITY, CA 92586

WILLIAM G HENDERSON
27239 CORONADO WAY
SUN CITY, CA 92586

MARYANN F WAGNER
27240 WENTWORTH DR
SUN CITY, CA 92586

ONONDAGA PARTNERS or CURRENT TENANT
27243 EL PUENTE ST
MENIFEE, CA 92586

PERCAN THERESA LIVING TRUST 1/23/2023
PERCAN THERESA
27243 EMBASSY ST
MENIFEE, CA 92586

ANDERSON FAMILY LIVING TRUST DTD 09/18/1999
ANDERSON THOMAS L
27244 COMWELL ST
MENIFEE, CA 92586

RUDY DANIEL PENUNURI
PENUNURI KAREN LOUISE
27245 CAPILANO DR
SUN CITY, CA 92586

PERRY MARK D & LINDA M TRUST OF 2013
PERRY MARK D
27246 CAPILANO DR
MENIFEE, CA 92586

MAY CARLA J REVOCABLE TRUST DTD 12/08/23
MAY CARLA J
27247 CORONADO WAY
MENIFEE, CA 92586

MENDEZ ROSALINDA LIVING TRUST DTD 8/30/22
MENDEZ ROSALINDA
27249 WENTWORTH DR
MENIFEE, CA 92586

JASON MCAFEE
MCAFEE CAROLINE
27250 EMBASSY ST
MENIFEE, CA 92586

MATTHEW A BARNETT
27251 CORONADO WAY
SUN CITY, CA 92586

RENEE MARIE HAYNES
HAYNES RICHARD SCOTT
27252 WENTWORTH DR
MENIFEE, CA 92586

MYHRVOLD JANET LIVING TRUST DATED 1/13/2023
MYHRVOLD JANET
27255 EMBASSY ST
MENIFEE, CA 92586

JUDY HYUNMEE YANG or CURRENT TENANT
27256 CAPILANO DR
MENIFEE, CA 92586

GINETTE M KEENE or CURRENT TENANT
27259 CAPILANO DR
MENIFEE, CA 92586

BOBBY DAVID LEANIO or CURRENT TENANT
27259 WENTWORTH DR
MENIFEE, CA 92586

DAVID BAXTER
BAXTER ALICE
27262 EMBASSY ST
MENIFEE, CA 92586

PEGGY D ESPINO
RODRIGUEZ EZEQUIEL
27263 EMBASSY ST
MENIFEE, CA 92586

FRANCES E LEWIS
27266 WENTWORTH DR
SUN CITY, CA 92586

PELERINE LIVING TRUST DATED 01/16/2010
PELERINE BEVERLY
27270 EMBASSY ST
MENIFEE, CA 92586

PAIGE S BLOUIN or CURRENT TENANT
27271 WENTWORTH DR
MENIFEE, CA 92586

ELIZABETH PERDOMO
27273 CAPILANO DR
SUN CITY, CA 92586

JOYCE M GOTT
27274 CAPILANO DR
SUN CITY, CA 92586

AIMEE MOORE or CURRENT TENANT
27280 WENTWORTH DR
MENIFEE, CA 92586

KELLY FAMILY TRUST DTD 06/02/22 or
CURRENT TENANT
27284 EMBASSY ST
MENIFEE, CA 92586

JACH LARRY D LIVING TRUST DTD 9/13/07 or
CURRENT TENANT
27289 CAPILANO DR
MENIFEE, CA 92586

VALDA WOOTEN
27290 CAPILANO DR
MENIFEE, CA 92586

JOSE MORENO
MORENO NORMA S
27291 WENTWORTH DR
SUN CITY, CA 92586

DO VANLUU
27296 WENTWORTH DR
MENIFEE, CA 92586

JAYSON M JUST or CURRENT TENANT
27300 EMBASSY ST
MENIFEE, CA 92586

RONELL HOWARD WALKER
27300 VENTAN ST
MENIFEE, CA 92586

MARIAN ELIZABETH HAYES or CURRENT TENANT
27301 WENTWORTH DR
MENIFEE, CA 92586

FOOT DRIVE CONDOS WINGED or CURRENT TENANT
27307 SUN CITY BLVD
MENIFEE, CA 92586

DANIEL EDWARD THOMPSON
THOMPSON ALINA MARIA
27309 CAPILANO DR
MENIFEE, CA 92586

TJ AGARDY or CURRENT TENANT
27310 CAPILANO DR
MENIFEE, CA 92586

MANDALONIZ RICHARD & SORIYA HUA
LIVING TRUST
27310 VENTAN ST
MENIFEE, CA 92586

DARIO HARO FIGUEROA or CURRENT TENANT
27310 WENTWORTH DR
MENIFEE, CA 92586

MEDICAL HOLDINGS TEMECULA PHAN or CURRENT TENANT
27311 SUN CITY BLVD
MENIFEE, CA 92586

MARK P BERGINE
27311 WENTWORTH DR
MENIFEE, CA 92586

LEOPOLDO CAMPOS or CURRENT TENANT
27312 EMBASSY ST
MENIFEE, CA 92586

KATHY LANSFORD or CURRENT TENANT
27317 SUN CITY BLVD
MENIFEE, CA 92586

DEAN STINSON or CURRENT TENANT
27318 VENTAN ST
MENIFEE, CA 92586

JESUS GUZMAN
SAUCEDO MARTINA RODRIGUEZ
27319 CAPILANO DR
MENIFEE, CA 92586

GRESSETT NECITAS REVOCABLE LIVING TRUST
GRESSETT NECITAS
27320 CAPILANO DR
MENIFEE, CA 92586

FOOT DRIVE CONDOS WINGED or CURRENT TENANT
27321 SUN CITY BLVD
MENIFEE, CA 92586

KELLI J FRAZIER
27322 WENTWORTH DR
MENIFEE, CA 92586

ANDREW ARBALLO
PARAS ANNA LORNA R
27324 EMBASSY ST
MENIFEE, CA 92586

TAMARA KAY CHUNING
27326 VENTAN ST
SUN CITY, CA 92586

FOOT DRIVE CONDOS WINGED or CURRENT TENANT
27327 SUN CITY BLVD
MENIFEE, CA 92586

JONES ROY M LIVING TRUST DTD 06/13/20 or CURRENT TENANT
27327 VENTAN ST
MENIFEE, CA 92586

MARTIN GONZALEZ
27329 CAPILANO DR
MENIFEE, CA 92586

PHILIP AMATO
AMATO KATHLEEN
27334 VENTAN ST
MENIFEE, CA 92586

HINER JAMI L TRUST DATED 10/31/2022
HINER JAMI L
27334 WENTWORTH DR
MENIFEE, CA 92586

VICTOR HUGO ESTEVEZ
ESTEVEZ MARIA A
27335 VENTAN ST
MENIFEE, CA 92586

MATTI FARTOHI Y LIVING TRUST
MATTI FARTOHI Y
27338 EMBASSY ST
MENIFEE, CA 92586

ZIMMERMAN ARDITH A FAMILY TRUST DTD 12/9/24
ZIMMERMAN ARDITH A
27339 CAPILANO DR
MENIFEE, CA 92586

CAROL A LANZISERA
27346 WENTWORTH DR
SUN CITY, CA 92586

RONALD WARSAW
WARSAW CHERYL
27349 CAPILANO DR
SUN CITY, CA 92586

JAMESE A CHRISTENSEN or CURRENT TENANT
27350 SUN CITY BLVD
MENIFEE, CA 92586

ED DAVIS
DAVIS JANET
27352 EMBASSY ST
SUN CITY, CA 92586

PROP RMT or CURRENT TENANT
27359 CAPILANO DR
MENIFEE, CA 92586

DONALD GLASZCZAK
27360 EMBASSY ST
MENIFEE, CA 92586

EVELYN PEARSON-RAY
RAY ROY
27369 CAPILANO DR
MENIFEE, CA 92586

FREEDOM REAL ESTATE SOLUTIONS
27370 CARLTON OAKS ST
MURRIETA, CA 92562

MCCALL STORAGE & CAR WASH INC
27370 MCCALL BLVD
MENIFEE, CA 92585

PEGGY J SMITH or CURRENT TENANT
27372 EMBASSY ST
MENIFEE, CA 92586

U S BANK NATL ASSN or CURRENT TENANT
27378 SUN CITY BLVD
MENIFEE, CA 92586

VICTOR FRANCISCO GAMA
27383 EMBASSY ST
MENIFEE, CA 92586

ESTELA SEOANE
27384 EMBASSY ST
MENIFEE, CA 92586

WORLD SVGS BANK or CURRENT TENANT
27386 SUN CITY BLVD
MENIFEE, CA 92586

DAVID SUN CITY or CURRENT TENANT
27388 SUN CITY BLVD
MENIFEE, CA 92586

CHANDLER FAMILY TRUST DATED 08/19/2024
CHANDLER MARK D
27397 EMBASSY ST
MENIFEE, CA 92586

RICHARD G SHYER or CURRENT TENANT
27398 EMBASSY ST
MENIFEE, CA 92586

SELF STORAGE SUNRISE or CURRENT TENANT
27400 MCCALL BLVD
MENIFEE, CA 92586

DONALD CARL ORTQUIST
ORTQUIST DINAH MAE
27403 EMBASSY ST
MENIFEE, CA 92586

BERLIN ED & MARY SURVIVORS TRUST DATED 12/20/2005 or CURRENT TENANT
27404 EMBASSY ST
MENIFEE, CA 92586

AIMEE MOORE
MOORE GREYSON
27410 ANSELMO WAY
TEMECULA, CA 92591

JAMES EARL DUNLEVEY
DUNLEVEY KATHIE EARLINE
27419 EMBASSY ST
SUN CITY, CA 92586

LUPE MORALES
MORALES MARY E
27420 ALTA VISTA WAY
MENIFEE, CA 92585

DANIEL FORMANEK
FORMANEK KRISTEN
27420 EMBASSY ST
MENIFEE, CA 92586

ERWIN HELMICH or CURRENT TENANT
27431 EMBASSY ST
MENIFEE, CA 92586

MARCHETTI FAMILY TRUST DTD 03/13/15 or CURRENT TENANT
27432 ALTA VISTA WAY
MENIFEE, CA 92585

ALEXANDER HERMAN TROY & MURIEL BARBARA REVOCABLE TRU
ALEXANDER HERMAN TROY
27432 EMBASSY ST
SUN CITY, CA 92586

BADALAMENTI FAMILY TRUST DTD
04/09/2003 or CURRENT TENANT
27444 ALTA VISTA WAY
MENIFEE, CA 92585

PROP GROUP AG
27455 KRISHNA CIR
HEMET, CA 92544

SERAP SHORTER or CURRENT TENANT
27456 ALTA VISTA WAY
MENIFEE, CA 92585

ROBIN JOY HUMPHRIES or CURRENT TENANT
27460 MCCALL BLVD
MENIFEE, CA 92585

ALICE T ROCHE
27468 ALTA VISTA WAY
SUN CITY, CA 92585

GEORGE R ORRE
ORRE ROSALEE
27474 ALTA VISTA WAY
SUN CITY, CA 92585

IVORY BOATNER
BOATNER DIANNE
27475 SUN CITY BLVD
SUN CITY, CA 92586

RAYMOND BELL
BELL BEATRIZ
27485 SUN CITY BLVD
MENIFEE, CA 92586

CHRISTINE PALME or CURRENT TENANT
27486 ALTA VISTA WAY
MENIFEE, CA 92585

ROGER L MADSON
MADSON SARAH J
27492 ALTA VISTA WAY
SUN CITY, CA 92585

JEFFERY DAVID
27493 SUN CITY BLVD
SUN CITY, CA 92586

MCCALL PLAZA, LP or CURRENT TENANT
27503 MCCALL BLVD
MENIFEE, CA 92585

SERAP SHORTER
SHORTER JERRY L
27599 WHISPERWOOD DR
MENIFEE, CA 92584

PROP HOLDINGS MENIFEE or CURRENT TENANT
27600 ENCANTO DR
MENIFEE, CA 92586

SUN CITY INV CO LTD or CURRENT TENANT
27601 SUN CITY BLVD
MENIFEE, CA 92586

FLEMING FAMILY LTD PARTNERSHIP or CURRENT TENANT
27620 ENCANTO DR
MENIFEE, CA 92586

FLEMING FAMILY LTD PARTNERSHIP or CURRENT TENANT
27680 ENCANTO DR
MENIFEE, CA 92586

FLEMING FAMILY LTD PARTNERSHIP or CURRENT TENANT
27740 ENCANTO DR
MENIFEE, CA 92586

SANDALS CHURCH or CURRENT TENANT
27755 BRADLEY RD
MENIFEE, CA 92586

BEL AIR SUN
27777 FRANKLIN RD #200
SOUTHFIELD, MI 48034

HILLPOINTE HOMEOWNERS ASSN
C/O CROWELL INDUSTRIES
27824 HILLPOINTE DR
ROMOLAND, CA 92585

SUN CITY MEDICAL DENTAL BLDG
C/O TIMOTHY D NGUYEN
27830 BRADLEY RD
SUN CITY, CA 92586

SUN PLAZA BUSINESS CENTER or CURRENT TENANT
27851 BRADLEY RD
MENIFEE, CA 92586

MENIFEE KA or CURRENT TENANT
27875 ENCANTO DR
MENIFEE, CA 92586

H & R HOLDINGS or CURRENT TENANT
27925 ENCANTO DR
MENIFEE, CA 92586

PRAVIN G PATEL
PATEL DIMPAL P
27955 ENCANTO DR
SUN CITY, CA 92586

JUAN GUZMAN or CURRENT TENANT
27961 WINGED FOOT DR
MENIFEE, CA 92586

JUAN GUZMAN or CURRENT TENANT
27971 WINGED FOOT DR
MENIFEE, CA 92586

WALGREEN CO or CURRENT TENANT
27975 BRADLEY RD
MENIFEE, CA 92586

ADELINA P RUBALCABA
27981 WINGED FOOT DR
SUN CITY, CA 92586

CETUS ENTERPRISES INC or CURRENT TENANT
27990 BRADLEY RD
MENIFEE, CA 92586

BARBARA SCOTT or CURRENT TENANT
27991 WINGED FOOT DR
MENIFEE, CA 92586

PLAZA BRADLEY or CURRENT TENANT
27994 BRADLEY BLVD
MENIFEE, CA 92586

FRANCHISE REALTY INTERSTATE CORP or CURRENT TENANT
28000 BRADLEY RD
MENIFEE, CA 92586

FOOT DRIVE CONDOS WINGED or CURRENT TENANT
28002 WINGED FOOT DR
MENIFEE, CA 92586

SUN REGENCY LTD or CURRENT TENANT
28005 BRADLEY RD
MENIFEE, CA 92586

FOOT DRIVE CONDOS WINGED or CURRENT TENANT
28006 WINGED FOOT DR
MENIFEE, CA 92586

MEDICAL HOLDINGS-TEMECULA PHAN or CURRENT TENANT
28010 WINGED FOOT DR
MENIFEE, CA 92586

COMPASS BANK or CURRENT TENANT
28031 BRADLEY RD
MENIFEE, CA 92586

CITY OF MENIFEE or CURRENT TENANT
28050 ENCANTO DR
MENIFEE, CA 92585

PRIME PROPERTIES or CURRENT TENANT
28075 BRADLEY RD
MENIFEE, CA 92586

SELECT PROPERTIES or CURRENT TENANT
28081 BRADLEY RD
MENIFEE, CA 92586

BLUE HOLDINGS DUTCH or CURRENT TENANT
28100 BRADLEY RD
MENIFEE, CA 92586

VERDUZCO TRUST DTD 09/28/2017 or CURRENT TENANT
28115 BRADLEY RD
MENIFEE, CA 92586

RANDY JACOBS DERMATOLOGY INC
28120 BRADLEY RD
SUN CITY, CA 92586

BRADLEY MEDICAL ASSOC or CURRENT TENANT
28125 BRADLEY RD
MENIFEE, CA 92586

ENCANTO APARTMENT HOMES or CURRENT TENANT
28155 ENCANTO DR
MENIFEE, CA 92586

SAN DIEGO OIL CO or CURRENT TENANT
28200 BRADLEY RD
MENIFEE, CA 92586

SECURITY EAT 884 INC or CURRENT TENANT
28230 BRADLEY RD
MENIFEE, CA 92586

GARNET ROBERT P & DIANE L FAMILY TRUST DTD 04/16/02 or CURRENT TENANT
28236 ENCANTO DR
MENIFEE, CA 92586

JOSEPH J BAGLIO or CURRENT TENANT
28244 ENCANTO DR
MENIFEE, CA 92586

MARIA E VILLALPANDO
28245 LOS CIELOS DR
MENIFEE, CA 92586

BRINNEMAN FAMILY TRUST DATED 08/30/2019 or CURRENT TENANT
28250 BRADLEY RD
MENIFEE, CA 92586

NYDIA HOUCK
28250 ENCANTO DR
MENIFEE, CA 92586

CARMEN C LA FONTAINE
28251 LOS CIELOS DR
SUN CITY, CA 92586

AJG TRUST DTD 10/17/14 or CURRENT TENANT
28256 LOS CIELOS DR
MENIFEE, CA 92586

GRIFFITH FAMILY TRUST DTD 12/28/22 or CURRENT TENANT
28258 ENCANTO DR
MENIFEE, CA 92586

COZETTE CHAFFIN
28259 LOS CIELOS DR
MENIFEE, CA 92586

AJG TRUST DTD 10/17/14 or CURRENT TENANT
28262 LOS CIELOS DR
MENIFEE, CA 92586

MILTON S BECKNER
BECKNER MARY E
28263 CHULA VISTA DR
MENIFEE, CA 92586

ONONDAGA PARTNERS or CURRENT TENANT
28264 ENCANTO DR
MENIFEE, CA 92586

STUART ERROL TAYLOR
TAYLOR LINDA
28265 LOS CIELOS DR
MENIFEE, CA 92586

THOMAS A CAMPANILE
28269 CHULA VISTA DR
SUN CITY, CA 92586

PATRICIA E MCCOMB
28270 LOS CIELOS DR
SUN CITY, CA 92586

EDUARDO VILLA LOPEZ or CURRENT TENANT
28271 LOS CIELOS DR
MENIFEE, CA 92586

FARAGALLA MAGDY FAMILY TRUST DTD 1/15/24 or CURRENT TENANT
28272 ENCANTO DR
MENIFEE, CA 92586

EDWARD G SCHROEDER
SCHROEDER NORMA JEAN
28275 CHULA VISTA DR
SUN CITY, CA 92586

FARAGALLA MAGDY FAMILY TRUST DTD 1/15/24 or CURRENT TENANT
28275 LOS CIELOS DR
MENIFEE, CA 92586

CAROL A SOTI
28276 LOS CIELOS DR
SUN CITY, CA 92586

JANICE B GLOVER
HEDRICK LAUREN M
28278 ENCANTO DR
MENIFEE, CA 92586

STEPHEN E TEMPEL or CURRENT TENANT
28281 CHULA VISTA DR
MENIFEE, CA 92586

SAADAT VAHDATI
HADIPOUR SHOHRED
28283 LOS CIELOS DR
SUN CITY, CA 92586

RAUL M HERMANO
HERMANO DIANA B
28284 LOS CIELOS DR
SUN CITY, CA 92586

CLYDE C PATRICK or CURRENT TENANT
28286 ENCANTO DR
MENIFEE, CA 92586

BRASWELL TRUST DTD 8/24/22
BRASWELL TRAVIS H Jr
28289 CHULA VISTA DR
MENIFEE, CA 92586

JAMES FORD
FORD BESSIE
28289 LOS CIELOS DR
SUN CITY, CA 92586

LUCI RAMOS DE MARTINEZ
28290 LOS CIELOS DR
MENIFEE, CA 92586

MARCOS LOPEZ or CURRENT TENANT
28292 ENCANTO DR
MENIFEE, CA 92586

JERRY ALANIZ or CURRENT TENANT
28295 CHULA VISTA DR
MENIFEE, CA 92586

VALARIE STEVENSON
STEVENSON GLENN ALLEN
28297 LOS CIELOS DR
SUN CITY, CA 92586

ALBERT AIKENS
28298 LOS CIELOS DR
MENIFEE, CA 92586

MARCOS A LOPEZ or CURRENT TENANT
28300 ENCANTO DR
MENIFEE, CA 92586

J M HARDING 2 L P or CURRENT TENANT
28301 ENCANTO DR
MENIFEE, CA 92586

ROLANDO RAMIREZ
RAMIREZ ROSARIO T
28301 LOS CIELOS DR
MENIFEE, CA 92586

HAWKINS KATE L REVOCABLE LIVING TRUST
DTD 10/25/23
HAWKINS KATE L
28304 LOS CIELOS DR
MENIFEE, CA 92586

WILLIAM N LEON or CURRENT TENANT
28306 ENCANTO DR
MENIFEE, CA 92586

DILLON R DON or CURRENT TENANT
28314 ENCANTO DR
MENIFEE, CA 92586

SSRECRP or CURRENT TENANT
28334 ENCANTO DR
MENIFEE, CA 92586

FREEDOM REAL ESTATE SOLUTIONS or
CURRENT TENANT
28342 ENCANTO DR
MENIFEE, CA 92586

CITY OF MENIFEE or CURRENT TENANT
28349 BRADLEY RD
MENIFEE, CA 92586

VILLAS VILLAGIO or CURRENT TENANT
28377 ENCANTO DR
MENIFEE, CA 92586

EZ HOME or CURRENT TENANT
28378 ENCANTO DR
MENIFEE, CA 92586

REZA BIRJANDI or CURRENT TENANT
28401 BRADLEY RD
MENIFEE, CA 92586

MURRAY CENTRAL HOUSING LTD
PARTNERSHIP
28410 ENCANTO DR #21
SUN CITY, CA 92586

MURRAY CENTRAL HOUSING LTD
PARTNERSHIP or CURRENT TENANT
28415 ENCANTO DR
MENIFEE, CA 92586

ROAD PROPCO BRADLEY or CURRENT
TENANT
28500 BRADLEY RD
MENIFEE, CA 92586

GERRI NEAL or CURRENT TENANT
28781 TALLY RD
MENIFEE, CA 92584

MARIA ELENA PULIDO
291 CORAL HILLS RD
PERRIS, CA 92570

JUAN GUZMAN
GUZMAN DONNA CATHERINE
29556 VACATION DR
CANYON LAKE, CA 92587

PRIME PROPERTIES
C/O HUB ENTERPRISES
29826 HAUN RD #305
MENIFEE, CA 92586

CITY OF MENIFEE
29844 HAUN RD
MENIFEE, CA 92584

JOHN VANDERWOUDEN
VANDERWOUDEN ASHTON
29968 VALLE OLVERA
TEMECULA, CA 92591

ENCANTO APARTMENT HOMES
C/O LEASING OFFICE
30001 GOLDEN LANTERN
LAGUNA NIGUEL, CA 92677

STEPHEN E TEMPEL
TEMPEL MARSHA A
30112 SANTIAGO RD
TEMECULA, CA 92592

MTN VIEW COM CHURCH MURRIETA
TEMECULA VLLY
UNITED CHURCH OF SUN CITY CALIF
30141 ANTELOPE RD
MENIFEE, CA 92584

JAMESE A CHRISTENSEN
CHRISTENSEN CONSTANCE L
30302 MARBELLA VISTA
SAN JUAN CAPISTRA, CA 92675

EVERETT L MANFREDI
MANFREDI MARLENE E
30713 RIVERSIDE DR
LAKE ELSINORE, CA 92530

GRIFFITH FAMILY TRUST DTD 12/28/22
GRIFFITH RUTH
31049 BAY HORSE WAY
MENIFEE, CA 92584

JERRY ALANIZ
ALANIZ MARIA V
31779 HALEBLIAN RD
MENIFEE, CA 92584

PROP RMT
31902 AVENIDA EVITA
SAN JUAN CAPO, CA 92675

SSRECRP
31938 TEMECULA PKWY #362
TEMECULA, CA 92592

H & R HOLDINGS
SCD SUN CITY
32 EDELMAN
IRVINE, CA 92618

AJG TRUST DTD 10/17/14
GERSTNER ANTHONY JONATHAN
32126 CABERNET PL
WILDOMAR, CA 92595

CHEN JOSEPH L P
CHEN ELIZABETH S
32707 SEA ISLAND DR
DANA POINT, CA 92629

STEVEN D BISHOP
BISHOP SUSAN R
32778 SECRETARIAT CT
MENIFEE, CA 92586

DARIO HARO FIGUEROA
32990 ASCOT WAY
MENIFEE, CA 92586

COLEEN J & JENNIFER B REVOCABLE LIVING
TR DTD 12/28/
JIMENO COLEEN
3350 CABRILLO CT
PERRIS, CA 92570

WILFRED H YANAGISAWA
3353 VIA LA SELVA
PALOS VERDES EST, CA 90274

CARL J FUESS
FUESS LINDA A
33824 HARVEST WAY
WILDOMAR, CA 92595

PROP HOLDINGS MENIFEE
C/O CASCADE CAPITAL
3450 OAKTON ST
SKOKIE, IL 60076

ONONDAGA PARTNERS
3520 CADILLAC AVE #B
COSTA MESA, CA 92626

SHAHEEN EKRAMI MOGHADDAM
EKRAMI HOSSEIN M
356 CRESTMONT RD
CEDAR GROVE, NJ 07009

SUN REGENCY LTD
3604 HOLMES CIR
HACIENDA HEIGHTS, CA 91745

C & P LIVING TRUST DTD 7/2/14
SMITH PATRICK
36284 VIA EL PAIS BONITA
TEMECULA, CA 92592

BASMAN SWEIS
SWEIS SAMIRA
36494 VIA VERDE
TEMECULA, CA 92592

PETROMART RETAIL GROUP INC
3669 MT DIABLO BLVD
LAFAYETTE, CA 94549

PROVIDENT SAVINGS BANK
C/O ACCOUNTING DEPT
3756 CENTRAL AVE
RIVERSIDE, CA 92506

FLEMING FAMILY LTD PARTNERSHIP
C/O FRED J FLEMING
385 CLINTON ST
COSTA MESA, CA 92626

DAN A JOHNSTON
LOPEZ MARGARITA
3944 BOUTON DR
LAKEWOOD, CA 90712

VERDUZCO TRUST DTD 09/28/2017
VERDUZCO RAMON
3948 OTAY LAKES RD
BONITA, CA 91902

EDWARD D WASSON
3970 SAN BENITO
SAN BERNARDINO, CA 92405

LEOPOLDO CAMPOS
39853 CLEMENTS WAY
MURRIETA, CA 92563

BESHAY & FONG PROP
41760 IVY ST #201
MURRIETA, CA 92562

SUN PLAZA BUSINESS CENTER
41890 S ENTERPRISE #100
TEMECULA, CA 92590

BADALAMENTI FAMILY TRUST DTD
04/09/2003
BADALAMENTI DONNA L
42014 ROANOAKE ST
TEMECULA, CA 92591

BRINNEMAN FAMILY TRUST DATED
08/30/2019
BRINNEMAN GREGORY D
42984 CALLE REVA
TEMECULA, CA 92592

BRADLEY MEDICAL ASSOC
C/O JOHN MOTTE
445 S D ST
PERRIS, CA 92570

JOEJOY ENTERPRISE
522 E AIRLINE WAY
GARDENA, CA 90248

DAVID SUN CITY
C/O INTERPACIFIC ASSET MGMT
5505 GARDEN GROVE #150
WESTMINSTER, CA 92683

REZA BIRJANDI
57 S PEAK
LAGUNA NIGUEL, CA 92677

MENIFEE KA
CAPITAL FINANCIAL GRP INC DEFINED
BENEFIT PENS
5820 OBERLIN DR #201
SAN DIEGO, CA 92121

DILLON R DON
C/O GUNNAR ALFTER
5862 RAINBOW HTS RD
RAINBOW, CA 92028

JEAN DROLET
602 GEORGIA ST
VALLEJO, CA 94590

RICHARD G SHYER
SHYER ANN MARIE
6204 INDIGO AVE
ALTA LOMA, CA 91701

BASSAM AZZAM
AZZAM HANAN
6588 BARRANCA DR
RIVERSIDE, CA 92506

PAIGE S BLOUIN
BLOUIN NOELLE J
663 HIGHLANDS RD
LAKE ELSINORE, CA 92530

DEAN STINSON
LEITAO-STINSON ROBYN
6861 VANGUARD AVE
GARDEN GROVE, CA 92845

EUGENE ANDRADE
ANDRADE ALMA
7122 E COLUMBUS DR
ANAHEIM, CA 92807

BERLIN ED & MARY SURVIVORS TRUST
DATED 12/20/2005
NEUMAN PATRICIA
734 VIA LA PALOMA
RIVERSIDE, CA 92507

KATHY LANSFORD
74360 DESERT BAJADA TRL
INDIAN WELLS, CA 92210

SAN DIEGO OIL CO
806 E AVENIDA PICO #I-269
SAN CLEMENTE, CA 92673

ARTHUR CERVANTES
CERVANTES LYNN
85521 JASPER PARK RD
PLEASANT HILL, OR 97455

CHRISTOPHER TAIJERON
892 GRANT AVE
EL CAJON, CA 92020

HILLS MENIFEE CHERRY
STONER WILLIAM R
9070 IRVINE CENTER DR #200
IRVINE, CA 92618

FRANCISCO HUERTAS
HUERTAS MARIA A
920 30TH ST
SAN DIEGO, CA 92101

SUN CITY INV CO LTD
PO BOX 1059
SIERRA MADRE, CA 91025

COUNTY OF RIVERSIDE
C/O REAL ESTATE DIVISION
PO BOX 1180
RIVERSIDE, CA 92502

FOOT DRIVE CONDOS WINGED
PO BOX 158
TEMECULA, CA 92593

PERRIS MASONIC BUILDING ASSN INC
PO BOX 2248
SUN CITY, CA 92586

TBI PROP CORP
PO BOX 3672
RIVERSIDE, CA 92519

CIRCLE K STORES INC
C/O PROP TAX DEPT DC17
PO BOX 52085
PHOENIX, AZ 85072

ERWIN HELMICH
HELMICH MARY
PO BOX 654
WALNUT, CA 91788

WAL MART REAL ESTATE BUSINESS TRUST
PO BOX 8050 MS 0555
BENTONVILLE, AR 72716

WASHINGTON MUTUAL BANK
C/O LERETA
PO BOX 8265
WICHITA FALLS, TX 76307

EASTERN MUNICIPAL WATER DIST
PO BOX 8300
PERRIS, CA 92572

FRANCHISE REALTY INTERSTATE CORP
C/O ALEX D MESTAS
PO BOX 884
MURRIETA, CA 92564

TANGHE MARIA H REVOCABLE LIVING
TRUST
TANGHE MARIA H
PO BOX 2391
SUN CITY, CA 92586

COMPASS BANK
TAX DEPT
PO BOX 10566
BIRMINGHAM, AL 35296

SUN CITY INV CO LTD
PO BOX 1059
SIERRA MADRE, CA 91025

WALGREEN CO
PROJECT JUPITER NLP
PO BOX 1159
DEERFIELD, IL 60015

UNITED CHURCH OF CHRIST
PO BOX 13
MENIFEE, CA 92586

MEDICAL HOLDINGS TEMECULA PHAN
PO BOX 158
TEMECULA, CA 92593

MCCALL PLAZA, LP
PALMDALE SERVICE STATION
PO BOX 1958
CORONA, CA 92879

JONES ROY M LIVING TRUST DTD 06/13/20
JONES ROY M
PO BOX 2312
MENIFEE, CA 92586

WORLD SVGS BANK
C/O RYAN LLC
PO BOX 2609
CARLSBAD, CA 92018

U S BANK NATL ASSN
C/O RYAN PTS DEPT 908
PO BOX 460169
HOUSTON, TX 77056

ALTON K CLARK
CLARK CATHERINE L
PO BOX 48
MENIFEE, CA 92586

CHRISTOPHER M HELMICH
PO BOX 5017
DIAMOND BAR, CA 91765

GERRI NEAL
PO BOX 597
PERRIS, CA 92572

VONS CO INC
PO BOX 800729
DALLAS, TX 75380

WAL MART REAL ESTATE BUSINESS TRUST
C/O PROPERTY TAX DEPT
PO BOX 8050
BENTONVILLE, AR 72716

TAYLOR SCOTT A FAMILY TRUST
1003 E FRANCIS ST
CORONA, CA 92879

TIAN JIN
1008 S SIERRA VISTA AVE
ALHAMBRA, CA 91801

DECKER FAMILY TRUST DTD 10/30/24
101 HOWARD RD
LOUDON, TN 37774

RICHARD W DALESSANDRO
103 BENTLEY DR
PITTSBURGH, PA 15238

ANTOINE HUY BUI
10498 SALINAS RIVER CIR
FOUNTAIN VALLEY, CA 92708

MT SAN JACINTO COMMUNITY COLLEGE DIST
1499 N STATE ST
SAN JACINTO, CA 92583

JERRY RICKS
15958 ROBSON CT
FOUNTAIN VALLEY, CA 92708

2017 1 IH BORROWER
1717 MAIN ST #2000
DALLAS, TX 75201

FIRST INTERSTATE BANK OF CALIF
17550 GILLETTE AVE
IRVINE, CA 92714

EGGERS FAMILY TRUST DTD 3/26/07
18592 CREEK LN
HUNTINGTON BEACH, CA 92648

LILLIAN LAU
19 BOYNE HIGHLANDS CT
CONCORD, ON

DYLAN MATTHEW ALVARADO
1925 E LA VETA AVE #10
ORANGE, CA 92866

WEST COAST LAND FUND LP
2010 MAIN ST #800
IRVINE, CA 92714

MILOVANOVICH REVOCABLE INTER-VIVOS TRUST DATED 5/7/1
21451 CANARIA
MISSION VIEJO, CA 92692

KELSEY DAVID NORMAN TRUST DTD 02/22/00
22956 MONTANYA PL
MURRIETA, CA 92562

SHIRAZ AHMED NAQVI
231 E ALESSANDRO #6A
RIVERSIDE, CA 92508

TYLER M BARTOW
23864 PEPPERLEAF ST
MURRIETA, CA 92562

THOMAS E BELOTT
24955 BALL RD
MENIFEE, CA 92585

KATHY LE DAO
25557 STATE ST
LOMA LINDA, CA 92354

CORP OF PRES BISHOP CH OF JESUS CHRIST LDS or CURRENT TENANT
28150 LA PIEDRA RD
MENIFEE, CA 92584

MARIA GIULIANO or CURRENT TENANT
28181 INSPIRATION LAKE DR
MENIFEE, CA 92584

CHARLES GREENZWEIG
28189 INSPIRATION LAKE DR
MENIFEE, CA 92584

SANTIAGO AMEZCUA
28196 INSPIRATION LAKE DR
MENIFEE, CA 92584

JOSEPH G SMITH
28197 INSPIRATION LAKE DR
MENIFEE, CA 92584

MICHAEL MOSES DANG MENDEZ
28204 INSPIRATION LAKE DR
MENIFEE, CA 92584

JENNIFER KAY VAUGHAN
28205 INSPIRATION LAKE DR
MENIFEE, CA 92584

RACHEL RANDOLPH
28212 INSPIRATION LAKE DR
MENIFEE, CA 92584

DWAYNE EDWARD MARTIN
28213 INSPIRATION LAKE DR
MENIFEE, CA 92584

CECILIA SHINN
28220 INSPIRATION LAKE DR
MENIFEE, CA 92584

SUZANNE M LEE
28221 INSPIRATION LAKE DR
MENIFEE, CA 92584

ROBERT MANUEL TINAJERO
28229 INSPIRATION LAKE DR
MENIFEE, CA 92584

MATTHEW MARTINEZ
28236 INSPIRATION LAKE DR
MENIFEE, CA 92584

RENGRONG WANG or CURRENT TENANT
28237 INSPIRATION LAKE DR
MENIFEE, CA 92584

MT SAN JACINTO COMMUNITY COLLEGE DIST or CURRENT TENANT
28237 LA PIEDRA RD
MENIFEE, CA 92584

CAPITAL TROJANHAWK or CURRENT TENANT
28242 INSPIRATION LAKE DR
MENIFEE, CA 92584

ALLAN LEE HILLIARD or CURRENT TENANT
28243 INSPIRATION LAKE DR
MENIFEE, CA 92584

SANTIAGO GARCES
28250 INSPIRATION LAKE DR
MENIFEE, CA 92584

RYAN E WEBER
28251 INSPIRATION LAKE DR
MENIFEE, CA 92584

RUSSELL E HALL or CURRENT TENANT
28258 INSPIRATION LAKE DR
MENIFEE, CA 92584

CELESTE LISA L FAMILY TRUST 12/6/2018
2826 SAGE VIEW DR
ALPINE, CA 91901

ALBERTO C BALCAZAR
28266 INSPIRATION LAKE DR
MENIFEE, CA 92584

MARYLEI SCHWAGER
28272 INSPIRATION LAKE DR
MENIFEE, CA 92584

CLAUDIO JESUS HERNANDEZ
28280 INSPIRATION LAKE DR
MENIFEE, CA 92584

TYLER M BARTOW or CURRENT TENANT
28286 INSPIRATION LAKE DR
MENIFEE, CA 92584

YECENIA ESPARZA
28298 INSPIRATION LAKE DR
MENIFEE, CA 92584

GARRETT SCOTT HOLDEN
28306 INSPIRATION LAKE DR
MENIFEE, CA 92584

VERRETTE FAMILY TRUST DTD 6/7/24 or
CURRENT TENANT
28314 INSPIRATION LAKE DR
MENIFEE, CA 92584

SANTIEGO ANTONIO GRIJALVA
28328 INSPIRATION LAKE DR
MENIFEE, CA 92584

BERNARD G LAHAY
28336 INSPIRATION LAKE DR
MENIFEE, CA 92584

WILLIAM S LIECHTY or CURRENT TENANT
28342 INSPIRATION LAKE DR
MENIFEE, CA 92584

ANNE LOUISE RIZZACASA
28350 INSPIRATION LAKE DR
MENIFEE, CA 92584

LAUREN MICHELLE HOPEWELL
28358 INSPIRATION LAKE DR
MENIFEE, CA 92584

VINCENT LEANN KELLOUGH
28366 INSPIRATION LAKE DR
MENIFEE, CA 92584

BARRY ALTON JONES
28530 N PORT LN
MENIFEE, CA 92584

OLIVER SANTIAGO
28533 RIVER GLEN CT
MENIFEE, CA 92584

SZAWIELENKO FAMILY TRUST DTD 2/8/1996
28536 RIVER GLEN CT
MENIFEE, CA 92584

GREGORY V LOPEZ
28541 MOON SHADOW DR
MENIFEE, CA 92584

PAUL A PEOPLES
28542 N PORT LN
MENIFEE, CA 92584

JUAN FLORES or CURRENT TENANT
28543 N PORT LN
MENIFEE, CA 92584

MARCO A VALADEZ-PERAZA
28543 RIVER GLEN CT
MENIFEE, CA 92584

CELICA GARCIA-PLASCENCIA
28544 MOON SHADOW DR
MENIFEE, CA 92584

JERRY RICKS or CURRENT TENANT
28546 RIVER GLEN CT
MENIFEE, CA 92584

MILOVANOVICH REVOCABLE INTER-VIVOS
TRUST DATED 5/7/1 or CURRENT TENANT
28551 MOON SHADOW DR
MENIFEE, CA 92584

STACY T VELASQUEZ
28553 RIVER GLEN CT
MENIFEE, CA 92584

OMAR JOSUE ALVAREZ
28554 MOON SHADOW DR
MENIFEE, CA 92584

STEVEN C MEISTER
28554 N PORT LN
MENIFEE, CA 92584

PAUL A DANTIN
28556 RIVER GLEN CT
MENIFEE, CA 92584

TAYLOR SCOTT A FAMILY TRUST or
CURRENT TENANT
28557 N PORT LN
MENIFEE, CA 92584

SOCORRO DONADIO or CURRENT TENANT
28561 MOON SHADOW DR
MENIFEE, CA 92584

SOCORRO DONADIO
28561 MOON SHADOW WAY
MENIFEE, CA 92584

HUMBERTO WILLIAMS
28563 RIVER GLEN CT
MENIFEE, CA 92584

RONJIE RYAN GIRON
28564 MOON SHADOW DR
MENIFEE, CA 92584

KENNETH A MACKEY
28564 N PORT LN
MENIFEE, CA 92584

2018-3 IH BORROWER LP or CURRENT TENANT
INVITATION HOMES C/O RYAN LLC
28565 N PORT LN
MENIFEE, CA 92584

DAVID MCAFEE
28566 RIVER GLEN CT
MENIFEE, CA 92584

ROBERT JOHN MEN
28571 MOON SHADOW DR
MENIFEE, CA 92584

JUAN ROCHA
28573 RIVER GLEN CT
MENIFEE, CA 92584

ERIK SCOTT WARNER
28574 MOON SHADOW DR
MENIFEE, CA 92584

SAUL FIGUEROA ROMAN
28576 RIVER GLEN CT
MENIFEE, CA 92584

GREGORY REVOCABLE LIVING TRUST
28577 N PORT LN
MENIFEE, CA 92584

BENJAMIN C GLORIOSO
28581 MOON SHADOW DR
MENIFEE, CA 92584

TALON ELKINS
28583 N PORT LN
MENIFEE, CA 92584

VINCENT A GARCIA
28583 RIVER GLEN CT
MENIFEE, CA 92584

CHRISTIAN EMMANUEL GARCIAFOMBONA
28584 MOON SHADOW DR
MENIFEE, CA 92584

RAFIK A BARTOUS
28584 N PORT LN
MENIFEE, CA 92584

LOREN L ROCHEFORD or CURRENT TENANT
28586 RIVER GLEN CT
MENIFEE, CA 92584

OSCAR RENE VALDEZ
28591 MOON SHADOW DR
MENIFEE, CA 92584

JULES H MARASIGAN ROBERT
28593 N PORT LN
MENIFEE, CA 92584

JOSE ROCHA
28593 RIVER GLEN CT
MENIFEE, CA 92584

OVERSITE INV 2 or CURRENT TENANT
28594 MOON SHADOW DR
MENIFEE, CA 92584

GERALD W TUCKY
28594 N PORT LN
MENIFEE, CA 92584

DAVID ALLEN BRANSON
28596 RIVER GLEN CT
MENIFEE, CA 92584

GRACIE L OLIVIA
28602 N PORT LN
MENIFEE, CA 92584

RICHARD H RAND
28603 RIVER GLEN CT
MENIFEE, CA 92584

JUAN M FERNANDEZ
28604 MOON SHADOW DR
MENIFEE, CA 92584

VASQUEZ ROBERT L JR LIVING TRUST DTD 10/11/2019 or CURRENT TENANT
28606 RIVER GLEN CT
MENIFEE, CA 92584

WILLIAM R WYNN
28609 N PORT LN
MENIFEE, CA 92584

ERNESTO JUAN ORDONEZ
28613 N PORT LN
MENIFEE, CA 92584

ANDREW GAYLE FINNEY
28613 RIVER GLEN CT
MENIFEE, CA 92584

MORENO FAMILY TRUST DTD 9/17/2018 or CURRENT TENANT
28614 MOON SHADOW DR
MENIFEE, CA 92584

ANTONIA M OROCEO
28614 N PORT LN
MENIFEE, CA 92584

BLISS A DOHONEY
28616 RIVER GLEN CT
MENIFEE, CA 92584

TRAN THI MY NGOC FAMILY TRUST DTD 04/11/24
28619 N PORT LN
MENIFEE, CA 92584

KRISTINA M MACK or CURRENT TENANT
28620 N PORT LN
MENIFEE, CA 92584

DONALD HOPTON-JONES
28621 MOON SHADOW DR
MENIFEE, CA 92584

JOSE RAUL MAZARIEGOS QUIROA
28624 MOON SHADOW DR
MENIFEE, CA 92584

LUKE A ROINA
28629 N PORT LN
MENIFEE, CA 92584

GROUP XIV PROPERTIES or CURRENT TENANT
28630 N PORT LN
MENIFEE, CA 92584

SHIRAZ AHMED NAQVI or CURRENT TENANT
28631 MOON SHADOW DR
MENIFEE, CA 92584

JESUS ESPINOZA
28638 N PORT LN
MENIFEE, CA 92584

PHARON S SYLVESTER
28639 N PORT LN
MENIFEE, CA 92584

GORDON C FIDLER or CURRENT TENANT
28641 MOON SHADOW DR
MENIFEE, CA 92584

MARLENE COLLINS
28648 N PORT LN
MENIFEE, CA 92584

KATHY LE DAO or CURRENT TENANT
28649 N PORT LN
MENIFEE, CA 92584

DENISSE PERALTA
28651 MOON SHADOW DR
MENIFEE, CA 92584

NAVNEET KAUR PANNU or CURRENT TENANT
28659 N PORT LN
MENIFEE, CA 92584

MATTHEW RYAN MCDOWELL
28660 N PORT LN
MENIFEE, CA 92584

JONATHAN GARCIA
28661 MOON SHADOW DR
MENIFEE, CA 92584

DARIO OLGUIN
28669 N PORT LN
MENIFEE, CA 92584

MARIA DELAPAZ ROSAS DE SALAS
28670 N PORT LN
MENIFEE, CA 92584

GRIER ERNEST GEORGE REVOCABLE LIVING TRUST DATED 08/
28671 MOON SHADOW DR
MENIFEE, CA 92584

LESLIE ANN CHRISTNER
28679 N PORT LN
MENIFEE, CA 92584

KEVIN CHAMBERS
28680 N PORT LN
MENIFEE, CA 92584

GWENNE H CASTOR or CURRENT TENANT
28681 MOON SHADOW DR
MENIFEE, CA 92584

SWEET EDWINA REDIANG
28690 N PORT LN
MENIFEE, CA 92584

WANDLEY ALVAREZ
28691 MOON SHADOW DR
MENIFEE, CA 92584

MANUEL CASTRO
28700 N PORT LN
MENIFEE, CA 92584

ALUBIA HINOJOSA
28710 N PORT LN
MENIFEE, CA 92584

EGGERS FAMILY TRUST DTD 3/26/07 or
CURRENT TENANT
28720 N PORT LN
MENIFEE, CA 92584

RODNEY KENNEDY
28730 N PORT LN
MENIFEE, CA 92584

DANIEL M REIMER or CURRENT TENANT
28736 N PORT LN
MENIFEE, CA 92584

WILLIAM RUFFULO or CURRENT TENANT
28742 N PORT LN
MENIFEE, CA 92584

DUERKSEN FAMILY TRUST DATED 12/10/2004
29078 PARKHILL CT
MENIFEE, CA 92584

MARIA GIULIANO
29517 PEBBLE CREEK CT
ROMOLAND, CA 92585

CITY OF MENIFEE
29844 HAUN RD
MENIFEE, CA 92586

MENIFEE LAKES MASTER ASSN
30141 ANTELOPE RD #M
MENIFEE, CA 92584

ROBERT E SHUMAKER
30170 VIA PALERMO
MENIFEE, CA 92584

MENIFEE UNION SCHOOL DIST
30205 MENIFEE RD
MENIFEE, CA 92584

WINER MALCOLM JEROME & MAXINE 1983
TRUST or CURRENT TENANT
ENCLAVE MENIFEE DEVE
30300 ANTELOPE RD
MENIFEE, CA 92584

WILLIAM RUFFULO
30301 HIDING BASS PL
CANYON LAKE, CA 92587

THERESA E VANCE
30539 SHORELINE DR
MENIFEE, CA 92584

MARTIN J STIPANCIC
30540 SHORELINE DR
MENIFEE, CA 92584

HEIGHTS EAGLE or CURRENT TENANT
30548 SHORELINE DR
MENIFEE, CA 92584

KELSEY DAVID NORMAN TRUST DTD
02/22/00 or CURRENT TENANT
30560 LAKE POINTE DR
MENIFEE, CA 92584

2017 1 IH BORROWER or CURRENT TENANT
C/O INVITATION HOMES
30562 SPRING LAKE WAY
MENIFEE, CA 92584

GREG CURTIS
30563 SPRING LAKE WAY
MENIFEE, CA 92584

ISAIAS VARGAS
30564 SHORELINE DR
MENIFEE, CA 92584

LOUIS ALAN GREEN
30565 LAKE POINTE DR
MENIFEE, CA 92584

RICHARD W DALESSANDRO or CURRENT
TENANT
30565 SPRING DEEP TER
MENIFEE, CA 92584

SOTHEARA CALZADA
30566 LAKE POINTE DR
MENIFEE, CA 92584

ROGELIO ARTURO LOPEZ-AMADOR
30567 SHORELINE DR
MENIFEE, CA 92584

FRANK J CONVERY
30568 SPRING LAKE WAY
MENIFEE, CA 92584

DAVID N ALARCON
30569 LAKE POINTE DR
MENIFEE, CA 92584

JANE M THOMSON
30570 LAKE POINTE DR
MENIFEE, CA 92584

MAGGIE or CURRENT TENANT
30571 SPRING LAKE WAY
MENIFEE, CA 92584

GRAVELL FAMILY LIVING TRUST U/A DTD 11/16/23
30572 SHORELINE DR
MENIFEE, CA 92584

NEAL MANION
30573 LAKE POINTE DR
MENIFEE, CA 92584

RICHARD MEDINA
30573 SHORELINE DR
MENIFEE, CA 92584

KYER PROKOPCHUK
30574 LAKE POINTE DR
MENIFEE, CA 92584

AHMAD J SADEQ
30575 SPRING DEEP TER
MENIFEE, CA 92584

JOSHUA V DABNEY
30576 SPRING LAKE WAY
MENIFEE, CA 92584

PAUL J BALIAN
30577 LAKE POINTE DR
MENIFEE, CA 92584

KAREN E WILLIAMS
30578 LAKE POINTE DR
MENIFEE, CA 92584

THOMAS KENT JACKSON
30579 SPRING LAKE WAY
MENIFEE, CA 92584

THOMAS JOSEPH MICHAEL LIVING TRUST DATED 2/7/2023 or CURRENT TENANT
30580 SHORELINE DR
MENIFEE, CA 92584

JAMES D BRUNMIER
30581 LAKE POINTE DR
MENIFEE, CA 92584

VANCOUVERING FAMILY TRUST DATED 2/15/2022
30581 SHORELINE DR
MENIFEE, CA 92584

ZELMA KENY SALAZAR
30582 LAKE POINTE DR
MENIFEE, CA 92584

MARCOS RODELAS
30582 SPRING LAKE WAY
MENIFEE, CA 92584

BRANDT M&P FAMILY TRUST DATED 11/7/2018
30582 WILLOW VILLAGE DR
MENIFEE, CA 92584

JERRY R TOTMAN
30583 WILLOW VILLAGE DR
MENIFEE, CA 92584

RICHARD JEREMY CANTU
30585 LAKE POINTE DR
MENIFEE, CA 92584

TIMOTHY L ZANIN
30585 SPRING DEEP TER
MENIFEE, CA 92584

ANTHONY MUNANA
30586 LAKE POINTE DR
MENIFEE, CA 92584

LUIS MELARA
30587 SPRING LAKE WAY
MENIFEE, CA 92584

CYNTHIA A ANDERSON CARDIEL
30588 SHORELINE DR
MENIFEE, CA 92584

TIFFANY ANN MCKEE
30589 SHORELINE DR
MENIFEE, CA 92584

ARMANDO CUIRIZ SAGRERO
30590 LAKE POINTE DR
MENIFEE, CA 92584

ROBERT E SHUMAKER or CURRENT TENANT
30590 SPRING LAKE WAY
MENIFEE, CA 92584

GEORGE CHIA HO
30592 WILLOW VILLAGE DR
MENIFEE, CA 92584

BLAKE PEEL
30593 WILLOW VILLAGE DR
MENIFEE, CA 92584

CHRIS DOEHR
30594 LAKE POINTE DR
MENIFEE, CA 92584

ROMANI YOUSEFF or CURRENT TENANT
30595 SPRING DEEP TER
MENIFEE, CA 92584

JORDAN JOSEPH HENRY
30595 SPRING LAKE WAY
MENIFEE, CA 92584

VICTOR M CORREA
30596 SPRING LAKE WAY
MENIFEE, CA 92584

DECKER FAMILY TRUST DTD 10/30/24 or CURRENT TENANT
30598 LAKE POINTE DR
MENIFEE, CA 92584

CHRISTOPHER W BENEVIDES
30599 SPRING LAKE WAY
MENIFEE, CA 92584

FRANK T CARDIEL
30600 SHORELINE DR
MENIFEE, CA 92584

JUSTIN STARK
30601 SHORELINE DR
MENIFEE, CA 92584

CUEVAS FAMILY TRUST or CURRENT TENANT
30602 LAKE POINTE DR
MENIFEE, CA 92584

DUERKSEN FAMILY TRUST DATED 12/10/2004 or CURRENT TENANT
30602 WILLOW VILLAGE DR
MENIFEE, CA 92584

ALEX ARELLANO
30603 WILLOW VILLAGE DR
MENIFEE, CA 92584

NATHAN J ROESSMANN
30604 BLUE LAGOON CIR
MENIFEE, CA 92584

MARLENE BALCH or CURRENT TENANT
30605 SPRING DEEP TER
MENIFEE, CA 92584

GABRIELLA MEDINA
30606 LAKE POINTE DR
MENIFEE, CA 92584

BUTTREY & LEWIS FAMILY TRUST DTD 8/28/2007 or CURRENT TENANT
30607 BAYPORT LN
MENIFEE, CA 92584

RODNEY S WILLIAMS or CURRENT TENANT
30608 SHORELINE DR
MENIFEE, CA 92584

TIAN JIN or CURRENT TENANT
30609 BLUE LAGOON CIR
MENIFEE, CA 92584

MARK ANTHONY DUSON
30609 SHORELINE DR
MENIFEE, CA 92584

DANNY L VALLEJO
30610 LAKE POINTE DR
MENIFEE, CA 92584

CORY REAL ESTATE PARTNERS or CURRENT TENANT
30612 WILLOW VILLAGE DR
MENIFEE, CA 92584

DANIEL DAYON
30613 WILLOW VILLAGE DR
MENIFEE, CA 92584

FITZGERALD SHEILA FAMILY TRUST U/A DTD 6/22/20
30614 BLUE LAGOON CIR
MENIFEE, CA 92584

JULIA GABRIELLE ELIZABETH DEPASQUALE
30614 LAKE POINTE DR
MENIFEE, CA 92584

AYNUN N BEGUM
30615 SPRING DEEP TER
MENIFEE, CA 92584

CELESTE LISA L FAMILY TRUST 12/6/2018 or CURRENT TENANT
30616 SHORELINE DR
MENIFEE, CA 92584

GAD LIVING TRUST DTD 10/28/24
30617 BAYPORT LN
MENIFEE, CA 92584

DODWELL FAMILY TRUST DTDT 01/07/2015 or CURRENT TENANT
30617 SHORELINE DR
MENIFEE, CA 92584

ZEBULAN THOMAS
30618 LAKE POINTE DR
MENIFEE, CA 92584

DYLAN MATTHEW ALVARADO or CURRENT TENANT
30619 BLUE LAGOON CIR
MENIFEE, CA 92584

SUSAN K HUMBERT
30622 LAKE POINTE DR
MENIFEE, CA 92584

ARVIN BUNA ESENDENCIA or CURRENT TENANT
30622 WILLOW VILLAGE DR
MENIFEE, CA 92584

ALEXANDER EISNER
30623 WILLOW VILLAGE DR
MENIFEE, CA 92584

LILLIAN LAU or CURRENT TENANT
30624 BLUE LAGOON CIR
MENIFEE, CA 92584

TODD NEELY
30624 SHORELINE DR
MENIFEE, CA 92584

LENNIE C PAGAN
30625 SHORELINE DR
MENIFEE, CA 92584

ROBERT V TEDESCO
30625 SPRING DEEP TER
MENIFEE, CA 92584

JASON FRAME
30626 LAKE POINTE DR
MENIFEE, CA 92584

JAMES ALAN THERRELL
30627 BAYPORT LN
MENIFEE, CA 92584

STEVEN WHITAKER or CURRENT TENANT
30629 BLUE LAGOON CIR
MENIFEE, CA 92584

LABATHE-RODRIGUEZ FAMILY TRUST
30630 LAKE POINTE DR
MENIFEE, CA 92584

MELINDA DIXON
30632 SHORELINE DR
MENIFEE, CA 92584

ALBA M PINEDA
30632 WILLOW VILLAGE DR
MENIFEE, CA 92584

DIAZ FRANCISCO JAVIER BELTRAN
30633 SHORELINE DR
MENIFEE, CA 92584

MIGUEL ANGEL OROZCO OROZCO
30633 WILLOW VILLAGE DR
MENIFEE, CA 92584

THOMAS E BELOTT or CURRENT TENANT
30634 BLUE LAGOON CIR
MENIFEE, CA 92584

DAVID MEJIAGALVAN
30634 LAKE POINTE DR
MENIFEE, CA 92584

LAURA GILROY
30635 SPRING DEEP TER
MENIFEE, CA 92584

RAYMOND ROCHA
30637 BAYPORT LN
MENIFEE, CA 92584

JENO TAMAS
30637 LAKE POINTE DR
MENIFEE, CA 92584

AARON TURCIOS
30638 LAKE POINTE DR
MENIFEE, CA 92584

WEILEIN CRAIG & EILEEN WELLEIN FAMILY TR DTD 03/25/2
30639 BLUE LAGOON CIR
MENIFEE, CA 92584

KAREN S BEITZEL
30640 SHORELINE DR
MENIFEE, CA 92584

GODSEY FAMILY TRUST DATED 9/3/2013
30641 LAKE POINTE DR
MENIFEE, CA 92584

ROBERT M MARTINEZ
30641 SHORELINE DR
MENIFEE, CA 92584

EMMANUEL RENDON
30642 LAKE POINTE DR
MENIFEE, CA 92584

JUAN CARLOS CORCUERA
30642 WILLOW VILLAGE DR
MENIFEE, CA 92584

2018-3 IH BORROWER LP or CURRENT TENANT
C/O INVITATION HOMES
30643 WILLOW VILLAGE DR
MENIFEE, CA 92584

ROBERT KIM
30644 BLUE LAGOON CIR
MENIFEE, CA 92584

GARRETT GOTTSCHALK
30645 LAKE POINTE DR
MENIFEE, CA 92584

SATHAPHONE WILLIAM WONG SPECIAL NEEDS TRUST 8/31/21 or CURRENT TENANT
30645 SPRING DEEP TER
MENIFEE, CA 92584

DANILOVINCENT AUNGON
30646 LAKE POINTE DR
MENIFEE, CA 92584

CONTRERAS VALERIE REVOCABLE TRUST DATED 01/11/2020
30647 BAYPORT LN
MENIFEE, CA 92584

CEJA MARIO FAMILY TRUST or CURRENT TENANT
30648 SHORELINE DR
MENIFEE, CA 92584

TARA NOONAN
30649 BLUE LAGOON CIR
MENIFEE, CA 92584

SHAH KAZEMI
30649 LAKE POINTE DR
MENIFEE, CA 92584

BRIAN PATRICK CANGIANO
30650 LAKE POINTE DR
MENIFEE, CA 92584

JESSE R IRISH
30653 LAKE POINTE DR
MENIFEE, CA 92584

B&D MCKAY or CURRENT TENANT
C/O DALE MCKAY
30654 BLUE LAGOON CIR
MENIFEE, CA 92584

RODERICK A THOMAS
30654 LAKE POINTE DR
MENIFEE, CA 92584

JOHN E ROSE or CURRENT TENANT
30657 BAYPORT LN
MENIFEE, CA 92584

B&D MCKAY PROP or CURRENT TENANT
C/O MCKAY
30659 BLUE LAGOON CIR
MENIFEE, CA 92584

JEFFREY ALAN SPAULDING
30662 WILLOW VILLAGE DR
MENIFEE, CA 92584

ANTOINE HUY BUI
30665 SPRING DEEP TER
MENIFEE, CA 92584

RONALD WAYNE RABOIN
30667 BAYPORT LN
MENIFEE, CA 92584

CHAD MUELLER
30675 SPRING DEEP TER
MENIFEE, CA 92584

ARVYDAS ROBERT STROPUS
30677 BAYPORT LN
MENIFEE, CA 92584

VALLEY WIDE RECREATION & PARK DIST or CURRENT TENANT
C/O SAM GOEPP
30685 SPRING DEEP TER
MENIFEE, CA 92584

WEST COAST LAND FUND LP or CURRENT TENANT
C/O MARVIN F POER & CO
30687 BAYPORT LN
MENIFEE, CA 92584

WEST COAST LAND FUND LP or CURRENT TENANT
C/O MARVIN F POER & CO
30690 SPRING DEEP TER
MENIFEE, CA 92584

CAPITAL TROJANHAWK
30906 CALLE BARBOSA
LAGUNA NIGUEL, CA 92677

ARVIN BUNA ESENDENCIA
31091 SAMANTHA LN
TEMECULA, CA 92592

DODWELL FAMILY TRUST DTDT 01/07/2015
3123 HANNOVER ST
CORONA, CA 92882

RUSSELL E HALL
33051 MACHADO ST
LAKE ELSINORE, CA 92530

COUNTY OF RIVERSIDE
3403 10TH ST #400
RIVERSIDE, CA 92501

B&D MCKAY
34315 ONEAL RD
WILDOMAR, CA 92595

WILLIAM S LIECHTY
38051 BEAR CANYON DR
MURRIETA, CA 92562

CUEVAS FAMILY TRUST
39471 VIA MONTERO
MURRIETA, CA 92563

MORENO FAMILY TRUST DTD 9/17/2018
39871 HILLSBORO CIR
MURRIETA, CA 92562

VERRETTE FAMILY TRUST DTD 6/7/24
40692 SYMPHONY PARK LN
MURRIETA, CA 92562

JOHN E ROSE
41135 CHACO CANYON RD
MURRIETA, CA 92562

LOREN L ROCHEFORD
41459 COUR BEOUNE
TEMECULA, CA 92591

CORY REAL ESTATE PARTNERS
41951 REMINGTON AVE #260
TEMECULA, CA 92590

BUTTREY & LEWIS FAMILY TRUST DTD 8/28/2007
4342 GARNET AVE
CYPRESS, CA 90630

STEVEN WHITAKER
4499 HILLSIDE AVE
NORCO, CA 92860

ROMANI YOUSEFF
4695 N ARROW RIDGE WAY
CLOVIS, CA 93619

RODNEY S WILLIAMS
4752 LESA PL
YORBA LINDA, CA 92686

GROUP XIV PROPERTIES
4900 SANTA ANITA AVE #2C
EL MONTE, CA 91731

CORP OF PRES BISHOP CH OF JESUS CHRIST LDS
50 E NORTH TEMPLE 22ND FL
SALT LAKE CITY, UT 84150

RENGRONG WANG
5053 MANOR RIDGE LN
SAN DIEGO, CA 92130

GORDON C FIDLER
5645 MANSION RD
CHATHAM, IL 62629

OVERSITE INV 2
638 CAMINO DE LOS MARES
SAN CLEMENTE, CA 92673

GWENNE H CASTOR
6467 SUNBEAM DR
RIVERSIDE, CA 92506

HEIGHTS EAGLE
6481 VIA DEL PRADO
CHINO HILLS, CA 91709

KRISTINA M MACK
653 FAIRVIEW AVE #1
ARCADIA, CA 91007

MAGGIE
6820 INDIANA AVE #210
RIVERSIDE, CA 92506

WINER MALCOLM JEROME & MAXINE 1983 TRUST
7210 JORDAN AVE
CANOGA PARK, CA 91303

THOMAS JOSEPH MICHAEL LIVING TRUST DATED 2/7/2023
76 TOPAZ JEWEL CT
DURHAM, NC 27713

ALLAN LEE HILLIARD
8103 SAN JUAN AVE
SOUTH GATE, CA 90280

CEJA MARIO FAMILY TRUST
9315 GAYMONT AVE
DOWNEY, CA 90240

SATHAPHONE WILLIAM WONG SPECIAL NEEDS TRUST 8/31/21
9358 SAWTOOTH WAY
SAN DIEGO, CA 92129

VASQUEZ ROBERT L JR LIVING TRUST DTD 10/11/2019
9728 PALO ALTO ST
RANCHO CUCAMONGA, CA 91730

NAVNEET KAUR PANNU
99 PINEHURST RD #35
CANYON, CA 94516

B&D MCKAY PROP
P O BOX 572
WILDOMAR, CA 92595

VALLEY WIDE RECREATION & PARK DIST
P O BOX 907
SAN JACINTO, CA 92581

MENIFEE MASTER ASSN
P O BOX C19560
IRVINE, CA 92713

JUAN FLORES
PCS 561 BOX 872
FPO, AP 96310

2018-3 IH BORROWER LP
PO BOX 4900
SCOTTSDALE, AZ 85261

MARLENE BALCH
PO BOX 76
SUN CITY, CA 92586

Appendix A Environmental Commitment Record

Environmental Commitments Record (ECR)

DIST-CO-RTE: 08-RIV-215 **PM/PM:** R20.1/21.5 **EA/Project ID.:** EA-1F700/PN 0815000023
Project Description: Interstate 215/McCall Boulevard Interchange Improvements Project
Date (Last modification): 9/18/2025
Environmental Planner: **Phone No.:**
Construction Liaison: **Phone No.:**
Resident Engineer: **Phone No.:**

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirement Completed by:	Permit Requirement Completed on:	Comments
Section 402 NPDES	State Water Resources Control Board						

ENVIRONMENTAL COMMITMENTS

PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Other	**TRA-2:** A lane reduction (road diet) mitigation strategy will be implemented along La Piedra Road in the City of Menifee to offset impacts to Vehicle Miles Traveled (VMT). A Memorandum of Understanding (MOU) has been executed between the City and Caltrans to identify the commitment from the City for the road diet project and detailing the project scope, schedule, funding, etc., for it to be implemented. Additionally, prior to Environmental Certification/completion of Final Design, the City shall process a General Plan Amendment to reclassify the road designation for the La Piedra Road.	Section 2.1.7 of EIR/EA	Yes							Yes
Visual Resources	**VIS-1:** Lighting will be appropriately shielded. The project's lighting design must be consistent with the City of Menifee and Riverside County lighting guidelines and standards.	Section 2.1.8 of EIR/EA	Yes							No
Water Quality	**WQ-1:** BMPs will be incorporated into Project design and Project management to minimize impacts on the environment including the release of pollutants (oils, fuels, etc.): • The area of construction and disturbance would be limited to as small an area as feasible to reduce erosion and sedimentation. • Measures would be implemented during land-disturbing activities to reduce erosion and sedimentation. These measures may include mulches, soil binders and erosion control blankets, silt fencing, fiber rolls, temporary berms, sediment desilting basins, sediment traps, and check dams. • Existing vegetation would be protected where feasible to reduce erosion and sedimentation. Vegetation would be preserved by installing temporary fencing, or other protection devices, around areas to be protected. • Exposed soils would be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events. • Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the	Section 2.2.1 of EIR/EA	Yes							No

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	Project site caused by wind and construction activities such as traffic and grading activities. • All construction roadway areas would be properly protected to prevent excess erosion, sedimentation, and water pollution. • All vehicle and equipment maintenance procedures would be conducted off-site. • All concrete curing activities would be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly. • All construction materials, vehicles, stockpiles, and staging areas would be situated outside of the stream channel as feasible. All stockpiles would be covered, as feasible. • Energy dissipaters and erosion control pads would be provided at the bottom of slope drains. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures would also be implemented. • All erosion control measures and storm water control measures would be properly maintained until the site has returned to a pre-construction state. • All disturbed areas would be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species. • All construction materials would be hauled off-site after completion of construction.									
Water Quality	**WQ-4:** Storm water systems will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources.	Section 2.2.1 of EIR/EA	Yes							No
Other	**CC-1** A Transportation Management Plan (TMP) will be prepared during the final design phase to minimize traffic delays and idling during construction.	Section 3.3 of EIR/EA	Yes							No
Other	**CC-2** The project will incorporate the use of energy-efficient lighting, such as LED traffic signals, to help reduce the project's CO2 emissions.	Section 3.3 of EIR/EA	Yes							No
Other	**CC-3** The project will implement landscaping as determined during final design in coordination with the City of Menifee and the Caltrans District Landscape Architect. This landscaping will include energy- and water-efficient irrigation systems and native plants as appropriate, and to conserve energy.	Section 3.3 of EIR/EA	Yes							No

ROW/PURCHASING

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Community Impact Assessment	**RRPA-1:** Right of way will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and property owners will receive just compensation and fair market value for their property.	Section 2.1.4 of EIR/EA	Yes	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Community Impact Assessment	**TRA-1:** To minimize potential impacts to traffic during construction, the Traffic Management Plan (TMP) prepared for this project will include the following components: public information communications; information for motorists from changeable message signs or temporary signs; incident management plan that would define parameters and responsibilities to respond to incidents on and adjacent to the construction corridor; construction strategies, such as traffic plans; and information regarding construction staging, lane modifications (e.g., reduced lane widths or lane closures); demand management plan to remove traffic from existing routes by using this such as expanded park and ride lots, transit service or transit and ride share incentives; and the use of alternate routes/detours. In particular, the TMP shall ensure that emergency responders have adequate access during all phases of construction, and shall provide for emergency contact points between the construction engineer and all emergency responders.	Section 2.1.7 of EIR/EA	Yes							No
Water Quality	**WQ-3:** The construction contractor will adhere to the SWRCB Order No. 2022-0033-DWQ NPDES No. CAS000003 and 2022-0057-DWQ No. CAS000002 and amendments to this Order. This is required for short-term construction related water quality impacts. As part of this Permit requirement, a SWPPP or Water Pollution Control Plan (if ground disturbance is less than 1 acre) will be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP/Water Pollution Control Plan will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.	Section 2.2.1 of EIR/EA	Yes							No
Hazardous Waste	**HAZ-3:** Notification of contractors (that will be conducting demolition, renovation, or related activities) of the presence of asbestos in their work areas is recommended (i.e., provide the contractor[s] with a copy of this report and a list of asbestos removed by contractor[s] during subsequent activities). Personnel not trained for asbestos work should be instructed not to disturb asbestos.	Section 2.2.4 of EIR/EA	Yes							No
Biology	**BIO-1:** Every individual working on the Project must attend a biological awareness training session delivered by a biologist. This training program shall include information regarding the sensitive habitats and special-status species occurring or potentially occurring within the Project area, and the importance of avoiding impacts to these species and their habitat.	Section 2.3.4 of EIR/EA	Yes							No
Biology	**BIO-2:** A qualified project biologist shall conduct pre-construction, take-avoidance surveys for burrowing owls no earlier than 14 days prior to ground-disturbing activities within the construction area, or if time lapses between project activities for 14 days or more, subsequent pre-construction avoidance surveys, including, but not limited to an additional survey within 24 hours of ground-disturbing activities shall be conducted. Focused burrowing owl surveys shall be conducted in accordance with the Staff Report on Burrowing Owl	Section 2.3.4 of EIR/EA	Yes							No

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	Mitigation (2012 Staff Report; CDFG 2012), with the exception of the survey buffers, which follows the California Burrowing Owl Consortium (1993). Surveys shall be conducted by walking 20-meter transects. Pre-construction surveys shall be conducted within a reasonable buffer around the area, generally 150 meters (492 feet). If burrowing owl, including any active burrowing owl burrows, are not found during the pre-construction survey, no further action is required. If pre-construction focused burrowing owl surveys determine that burrowing owls occupy the project area, a tiered approach referred to as an Avoidance and Relocation Strategy shall be implemented to avoid burrowing owls, relocate burrowing owls, and prevent recolonization of areas (where needed, such as construction and/or substation areas) by burrowing owls. These methods generally adhere to the recommendations contained in the Staff Report on Burrowing Owl Mitigation currently used by CDFW to guide burrowing owl mitigation measures. If burrowing owls occupy the project area, including within the 150-meter buffer, the qualified project biologist will evaluate each occupied burrow to determine whether the proposed project is likely to directly impact or substantially indirectly impact the burrow such that injury or death of a burrowing owl could occur. Avoidance buffers can be implemented to avoid direct and substantial indirect impacts to owl burrows and individuals. A substantial indirect impact would be a situation where even though the burrow is not directly impacted during construction, the construction activities could potentially cause injury or mortality of owls, including from collisions with nearby construction equipment, vehicles, fences, or walls. The project biologist will have discretion in determining whether an indirect impact is substantial. Avoidance buffers shall be strictly required for occupied nest burrows so that nesting activities are not disturbed and nesting pairs have the opportunity to rear and successfully fledge young. Per the guidelines outlined by the Staff Report on Burrowing Owl Mitigation, a standard minimum avoidance buffer ranging between 200 meters (656 feet) and 500 meters (1,640 feet) will be initially applied to occupied nest sites between April 1 and October 15. Burrows will be monitored by the project biologist to determine if a smaller buffer would be adequate to protect the active nest site. A smaller buffer may be implemented, but only after consultation with and approval from CDFW. If avoidance of occupied burrowing owl burrows is not possible, and removal of occupied burrows is unavoidable, passive relocation methods are to be used by the biological monitors to move the owls out of the impact zone. One-way doors are to be installed in the entrances of occupied burrows. This will allow any animals inside to leave the burrow, but will exclude any animals from re-entering the burrow. A period of at least one week is required after the installation of one-way doors									

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	relocation effort to allow the birds to leave the impacted area before construction can begin. Each burrow must be scoped to ensure no burrowing owls remain within the burrows before excavation can begin. The burrows should then be excavated by hand and filled in to prevent reuse. Any potentially suitable unoccupied burrows in the path of construction must also be scoped and collapsed prior to the installation of the one-way doors to prevent the burrowing owls from relocating within the project area. The removal of active burrows on- site requires construction of new burrows or the enhancement of existing unsuitable burrows (i.e., enlargement or clearing of debris) at least one week prior to passive relocation efforts. Burrow mitigation will occur at a ratio of 2:1 at least 50 m (164 ft) from the impacted area but within 80 m (262 ft) of the current burrows. Burrows must be constructed as part of the above-described relocation efforts and be completed before relocation efforts begin. Compensatory burrow construction should occur at least 7 days prior to passive owl relocation and should be located at least 50 m (164 ft) from the project area and literature suggests that burrowing owls are more likely to voluntarily relocate to artificial burrows installed within 75 m (246 ft) of their old burrows (Trulio 1995). Burrowing owls are semi-colonial and have a preference for sites with multiple burrow options and other resident burrowing owls in the vicinity. Artificial burrows should be installed in pairs 165 to 250 ft away from the currently occupied burrows with approximately 30 ft between paired burrows. The habitat around the artificial burrow sites is very similar to the area around the natal burrows and is expected to provide the same quality of foraging habitat. The exact location of each burrow will be determined in the field to ensure the burrows are placed in the best possible micro-topography to prevent flooding and allow resident owls optimal foraging opportunities and safety from predators. Artificial burrows should be constructed of plastic parts to increase longevity and reduce construction time. Burrow design should be consistent with the recommendations of the Global Owl Project: Users Guide to Installation of Artificial Burrows for Burrowing Owls (Johnson 2010). The main nest chamber of each burrow should consist of half a 55 gallon plastic drum or similar with one or two access tunnels. The floor of the nest chamber should be approximately 3 ft below ground level. The access tunnels should be constructed of either 4 or 6 inch diameter flexible drain pipe. If 6 inch diameter pipe is selected, a 2 inch strip along the bottom of the pipe should be removed to provide a level walking surface for resident owls. Access tunnels should be approximately 6 to 10 ft long and be installed with a vertical shallow s-bend to prevent water from flooding the nest chamber. Each access tunnel should also be installed with at horizontal bend to provide the necessary darkness within the nest chamber and should gently slope down along the entire length of the tunnel. Nest entrances should be designed to provide protection from predation. The entrances									

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	to artificial burrows should be constructed of 6 inch diameter pipe tapering to a 4 inch diameter pipe approximately 12 inches from the entrance or should include a 4 inch diameter predator exclusion collar at this location instead. This will allow multiple owls to enter the tunnels quickly while still excluding common mammalian predators like skunks. Entrances should also be "armored" by surrounding them with rocks or concrete pieces and sleeved in hard PVC pipe to discourage excavation by coyotes or domestic dogs. Short perches (< 2 ft) should also be installed in front of each artificial burrow. This will provide an area for resident owls to watch for predators and forage. Tall perches are unsuitable as they encourage other avian species to utilize them. Perches can be a short post or be made from locally sourced dead branches. Perches should always be located in front of a burrow entrance to allow resident owls to check for predators before leaving the burrow. The status of burrowing owls surrounding the project area will be monitored periodically during construction. The focus of the periodic monitoring will be to ensure that no burrowing owls have relocated to the project area and that burrowing owls in adjacent natural and artificial burrows are not being affected by project activities. If it is determined that resident owls are being impacted, shelter in place strategies such as building a hay-bale screen between the burrows and construction may be employed. The project area and the artificial burrows will be monitored during the breeding season the year after passive relocation efforts take place. The focus of the monitoring effort will be to determine if burrow relocation was successful at the site. Artificial burrows and any potentially occupied burrows should be continuously observed for one hour from a distance of approximately 30 m (100 ft) so as not to intimidate burrowing owls from emerging or returning to the burrow. Alternately, the entrance of each observed burrow should be swept clean and checked after 24 hours for evidence of burrowing owl activity.									
Biology	**BIO-9:** Prior to vegetation removal or initial ground disturbance during the nesting bird season (February 1st – September 30th) a pre-construction nesting bird survey must be conducted by a Project biologist prior to the start of work. The nesting bird survey must include the Project area plus a 300-foot buffer. Within 2 weeks of the nesting bird survey, all areas surveyed by the biologist must be cleared by the contractor or a supplemental nesting bird survey is required. A minimum 100 foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300 foot no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the buffer area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the Project biologist and in	Section 2.3.4 of EIR/EA	Yes							No

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the Project biologist and approved by CDFW									

CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Visual Resources	**VIS-3:** Concrete surfaces will be heavily textured to discourage graffiti and minimize recurring maintenance activities associated with graffiti removal. Additionally, concrete surfaces will be aesthetically treated or stained natural colors to be more compatible with the surrounding environment.	Section 2.1.8 of EIR/EA	Yes							No
Visual Resources	**VIS-4:** As feasible, the barrier/bridge rail fence shall be powder or vinyl color coated to meet aesthetic needs and to minimize glare.	Section 2.1.8 of EIR/EA	Yes							No
Visual Resources	**VIS-5:** Dust suppression measures will be implemented as applicable from South Coast Air Quality Management District (SCAQMD) Rules and Regulations, Rule 403 Fugitive Dust and Caltrans Standard Specifications for Construction, Sections 10 and 18 (Dust Control).	Section 2.1.8 of EIR/EA	Yes							No
Cultural Resources	**CUL-1:** If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find. The Augustine Band of Cahuilla Mission Indians will be contacted in the event of any late discoveries.	Section 2.1.9 of EIR/EA	Yes							No
Cultural Resources	**CUL-2:** In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Ashley Bowman, Acting Cultural Studies Senior Environmental Planner DEBC: (909) 472-7730 and Gary Jones, DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.	Section 2.1.9 of EIR/EA	Yes							No
Water Quality	**WQ-2:** Any requirements for additional avoidance, minimization, and/or mitigation measures will be adhered to from all required regulatory agencies.	Section 2.2.1 of EIR/EA	Yes							No
Paleontology	**PAL-1:** If unanticipated discoveries of paleontological resources occur during project construction, all work within 25 feet of the discovery must cease and the find must be protected in place until it can be evaluated by a qualified paleontologist. Work may resume immediately outside of the 25-foot radius.	Section 2.2.3 of EIR/EA	Yes							No
Hazardous Waste	**HAZ-1**: Soil generated from excavations between 1.5 or shallower in depth would be considered as Type “Com” and may be reused within Caltrans Right-of-way (ROW) with no cover requirement. Excess soil, between 1.5 feet in depth or	Section 2.2.4 of EIR/EA	Yes							No

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	shallower, may be disposed of at an appropriately permitted California Class II or California Class III disposal facility, or reused on a commercial/industrial property by submitting to DTSC a completed agreement between a contractor and a real property owner for disposing of construction-related material on property owner's property. If excavation is less than 1.5 feet the RE is required to notify Caltrans for DTSC notification for start of project, start of construction, and completion of project notification to DTSC regarding ADL. This is a requirement for regulated lead over 80 mg/kg or 5 mg/L.									
Hazardous Waste	**HAZ-2:** National Emissions Standards for Hazardous Air Pollutants (NESHAP) regulations require that the asbestos-containing guard rail sheet packing (a Class II nonfriable/nonhazardous material) identified during our survey be removed prior to demolition/renovation or be treated as a hazardous waste. The sheet packing may also be reused or stored. Activities causing disturbance of the asbestos-containing sheet packing (i.e., cutting, abrading, sanding, grinding, etc.) would require compliance with the Cal/OSHA asbestos standard (Title 8, CCR §1529).	Section 2.2.4 of EIR/EA	Yes							No
Hazardous Waste	**HAZ-4:** Contractors are responsible for informing landfills and recycling facilities of the contractor's intent to dispose of asbestos waste. Landfills and recycling facilities may require additional waste characterization. Contractors are responsible for segregating and characterizing waste streams prior to disposal.	Section 2.2.4 of EIR/EA	Yes							No
Hazardous Waste	**HAZ-5:** Written notification to the SCAQMD is required ten working days prior to: 1) commencement of renovation activities disturbing equal to or greater than 100 square feet ACM; or 2) any demolition activity (whether asbestos is present or not).	Section 2.2.4 of EIR/EA	Yes							No
Hazardous Waste	**HAZ-6:** If future construction activities will disturb the sampled paints, the contractor performing lead-related construction activities shall comply with the Cal/OSHA Lead in Construction Standard CCR Title 8, §1532.1, including Lead Hazard Communications Training. Contractors are responsible for characterizing the wastestream for disposal and informing landfills and recycling facilities of the contractor's intent to dispose of California hazardous waste, and/or architectural components containing intact LCP. Some landfills and recycling facilities may require additional waste characterization. Contractors are responsible for segregating and characterizing waste streams prior to disposal.	Section 2.2.4 of EIR/EA	Yes							No
Hazardous Waste	**HAZ-7:** All paints at the project site be treated as lead-containing for purpose of determining the applicability of the Cal/OSHA lead standard during maintenance, renovation, and demolition activities. In accordance with Title 8, CCR, §1532.1(p), written notification to the nearest Cal/OSHA district office is required at least 24 hours prior to certain lead-related work. Compliance and training requirements regarding construction activities where workers may be exposed to lead are presented in Title 8, CCR, §1532.1, subsections (e) and (l), respectively. The removal, transportation, placement, handling, and disposal of LCP must result in no visible dust.	Section 2.2.4 of EIR/EA	Yes							No

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Hazardous Waste	**HAZ-8:** If leaking transformers are identified during construction, the utility owner should be contacted to test for PCBs or other hazardous substances, service, replace and/or relocate the equipment.	Section 2.2.4 of EIR/EA	Yes							No
Hazardous Waste	**HAZ-9:** Relocation or replacement of guard rails, power poles, and roadside signs on wooden posts may generate treated wood waste if the wooden posts are unable to be reused. treated wood waste generated for this project shall be managed during construction under project standard special provisions.	Section 2.2.4 of EIR/EA	Yes							No
Hazardous Waste	**HAZ-10:** Yellow and white thermoplastic striping paint observed within the project limits generally has the potential to contain lead or chromium. Traffic striping waste generated for this project should be managed during construction under project standard special provisions.	Section 2.2.4 of EIR/EA	Yes							No
Air Quality	**AQ-1:** The Wind Erosion Control BMP (WE-1) from Caltrans' Construction Site Best Management Practices Manual will be implemented as follows: Water shall be applied by means of pressure-type distributors or pipelines equipped with a spray system or hoses and nozzles that will ensure even distribution. All distribution equipment shall be equipped with a positive means of shutoff. Unless water is applied by means of pipelines, at least one mobile unit shall be available at all times to apply water or dust palliative to the project. If reclaimed water is used, the sources and discharge must meet California Department of Health Services water reclamation criteria and the Regional Water Quality Control Board requirements. Non-potable water shall not be conveyed in tanks or drain pipes that will be used to convey potable water and there shall be no connection between potable and non-potable supplies. Non-potable tanks, pipes and other conveyances shall be marked "NON-POTABLE WATER – DO NOT DRINK." Materials applied as temporary soil stabilizers and soil binders will also provide wind erosion control benefits.	Section 2.2.5 of EIR/EA	Yes							No
Air Quality	**AQ-2:** Construction of the project would comply with the South Coast Air Quality Management District's Rule 403—Fugitive Dust.	Section 2.2.5 of EIR/EA	Yes							No
Air Quality	**BCM-03:** Further Emission Reductions from Paved Road Dust Sources: Minimum Street Sweeping Frequency, Targeted Cleaning of Roads with High Silt Loadings, Wheel Washing Systems for Stationary Sources.	Section 2.2.5 of EIR/EA	Yes							No
Noise	**NOI-1:** Follow Standard Specification 14-8.02 "Noise Control" and SSP14-8.02: • Do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m.	Section 2.2.6 of EIR/EA	Yes							No

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	• Equip an internal combustion engine with the manufacturer recommended muffler. • Do not operate an internal combustion engine on the job site without the appropriate muffler.									
Biology	**BIO-3:** Best Management Practices (BMPs) will be incorporated into Project design and Project management to minimize impacts on the environment including erosion and the release of pollutants (e.g. oils, fuels): • Exposed soils and material stockpiles would be stabilized, through watering or other measures, to prevent the movement of dust at the Project site caused by wind and construction activities such as traffic and grading activities; • All construction roadway areas would be properly protected to prevent excess erosion, sedimentation, and water pollution. Any necessary equipment washing must occur where the water cannot flow into other water bodies; • All vehicle and equipment fueling/maintenance would be conducted outside of any surface waters; • Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous shall be prevented from contaminating the soil or entering surface waters; • All erosion control measures and storm water control measures would be properly maintained until the site has returned to a pre-construction state; • All construction materials would be hauled off-site after completion of construction;	Section 2.3.4 of EIR/EA	Yes							No
Biology	**BIO-4:** A chemical spill kit must be kept onsite and available for use in the event of a spill.	Section 2.3.4 of EIR/EA	Yes							No
Biology	**BIO-5:** Prior to arrival at the Project site and prior to leaving the Project site, construction equipment that may contain invasive plants and/or seeds will be cleaned to reduce the spreading of noxious weeds.	Section 2.3.4 of EIR/EA	Yes							No
Biology	**BIO-6:** All food-related trash must be disposed into closed containers and must be removed from the Project area daily. Construction personnel must not feed or otherwise attract wildlife to the Project area.	Section 2.3.4 of EIR/EA	Yes							No
Biology	**BIO-7:** The contractor must not apply rodenticide or herbicide within the Project area during construction.	Section 2.3.4 of EIR/EA	Yes							No
Biology	**BIO-8:** If any wildlife is encountered during the course of construction, said wildlife shall be allowed to leave the construction area unharmed.	Section 2.3.4 of EIR/EA	Yes							No
Other	**CC-4** The project will recycle construction debris as practicable.	Section 3.3 of EIR/EA	Yes							No
Other	**GHG-1** The contractor must comply with all local Air Pollution Control District's (APCD) rules, ordinances, and regulations for air quality restrictions. This includes CARB's anti-idling rule (Section 2489 of the California Code of Regulations).	Section 3.3 of EIR/EA	Yes							No
Other	**GHG-2** The project will maintain equipment in proper tune and working condition. Construction equipment fleets will be in compliance with Best Available Control Technology requirements.	Section 3.3 of EIR/EA	Yes							No

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Other	**GHG-3** Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.	Section 3.3 of EIR/EA	Yes							No
Other	**GHG-4** The project will incorporate design measures to reduce GHG emissions from solid waste management through solid waste reduction, recycling, and reuse.	Section 3.3 of EIR/EA	Yes							No
Other	**GHG-5** The project will utilize energy- and fuel-efficient vehicles and equipment that meet and exceed U.S. EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction.	Section 3.3 of EIR/EA	Yes							No
Other	**GHG-6** The project will use the minimum feasible amount of GHG-emitting construction materials.	Section 3.3 of EIR/EA	Yes							No

POST-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Visual Resources	**VIS-2:** All disturbed areas including staging of vehicles and equipment will be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native species.	Section 2.1.8 of EIR/EA	Yes							No

Appendix B Title VI Policy Statement

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS–49 | SACRAMENTO, CA 94273–0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov

September 2024

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. Caltrans will make every effort to ensure nondiscrimination in all of its services, programs, and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at title.vi@dot.ca.gov or at (916) 639-6392, or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

TONY TAVARES
Director

Appendix C Summary of Relocation Benefits and Right-of-Way Acquisition

California Department of Transportation Relocation Assistance Program

DECLARATION OF POLICY

"The purpose of this title is to establish a ***uniform policy for fair and equitable treatment*** of persons displaced as a result of federal and federally assisted programs in order that such persons ***shall not suffer disproportionate injuries*** as a result of programs designed for the benefit of the public as a whole."

The Fifth Amendment to the U.S. Constitution states, "No Person shall… be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation." The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

FAIR HOUSING

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require the Department to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Department relocation advisor.

RELOCATION ASSISTANCE ADVISORY SERVICES

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the Department will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. The Department will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are "decent, safe, and sanitary." Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning Federal and State assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the Project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable "decent, safe, and sanitary" replacement dwelling, available on the market, is offered to them by the Department.

RESIDENTIAL RELOCATION PAYMENTS

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until the Department obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by the Department prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when the Department determines that the cost to rent a comparable "decent, safe, and sanitary" replacement dwelling will be more than the present rent of the displacement dwelling.

As

an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the *Down Payment* section below.

To receive any relocation benefits, the displaced person must buy or rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment
The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to the Department's initiation of negotiations. The one-year eligibility period in which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing
Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, the Department will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

NONRESIDENTIAL RELOCATION ASSISTANCE
The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses
Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items acquired in the right-of-way contract may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to $2,500, for reasonable expenses actually incurred.

Reestablishment Expenses
Reestablishment expenses related to the operation of the business at the new location, up to $25,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment
A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than $1,000 nor more than $40,000.

ADDITIONAL INFORMATION
Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, *except* for any federal law providing local “Section 8” Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Department relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from the Department’s Division of Right of Way and Land Surveys. California’s law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

For more information, please visit the Division of Right of Way’s Relocation Assistance Program at: http://www.dot.ca.gov/hq/row/rap/index.htm

Appendix D Air Modeling Results and POAQC Concurrence

CT-EMFAC Operational Emissions Calculation (Manual Mode for AQ Emissions)

```
           File Name:   McCall- 2021 - Local Annual.EM
CT-EMFAC2021 Version:   1.0.2.0
            Run Date:   1/23/2025 2:42:48 PM
                Area:   Riverside (SC)
       Analysis Year:   2021
              Season:   Annual

======================================================================

Vehicle Category        VMT Fraction            Diesel VMT Fraction     Gas VMT Fraction
                        Across Category         Within Category         Within Category
         Truck 1             0.013                  0.530                   0.470
         Truck 2             0.021                  0.956                   0.020
       Non-Truck             0.966                  0.007                   0.975

======================================================================

               Road Type:       Major/Collector
     Silt Loading Factor:               CARB    0.08 g/m2
Precipitation Correction:               None    P = NA  N = NA

======================================================================

     Road Length:       0.303025        miles
          Volume:         1,198 vehicles per hour
 Number of Hours:            24 hours
             VMT:       8714.975        miles

VMT Distribution by Speed Bin (mph):
        <= 5 mph                    0.00%
          10 mph                    0.00%
          15 mph                    0.00%
          20 mph                    0.00%
          25 mph                    0.00%
          30 mph                    0.00%
          35 mph                  100.00%
          40 mph                    0.00%
          45 mph                    0.00%
          50 mph                    0.00%
          55 mph                    0.00%
          60 mph                    0.00%
          65 mph                    0.00%
          70 mph                    0.00%
          75 mph                    0.00%

=============================================================================================================================================

Summary of Emissions
```

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (pounds)	Total (US tons)
PM2.5	18.0	-	18.5	49.8	335.7	422.0	0.930	< 0.001
PM10	19.3	-	74.1	142.3	2,237.8	2,473.5	5.453	0.003
NOx	1,406.9	-	-	-	-	1,406.9	3.102	0.002
CO	10,017.3	-	-	-	-	10,017.3	22.084	0.011
HC	270.3	293.1	-	-	-	563.5	1.242	< 0.001
TOG	297.6	313.4	-	-	-	611.0	1.347	< 0.001
ROG	208.0	313.4	-	-	-	521.4	1.149	< 0.001
1,3-Butadiene	0.9	0.0	-	-	-	0.9	0.002	< 0.001
Acetaldehyde	4.0	-	-	-	-	4.0	0.009	< 0.001
Acrolein	< 0.1	-	-	-	-	< 0.1	< 0.001	< 0.001
Benzene	10.4	4.5	-	-	-	14.9	0.033	< 0.001
Diesel PM	6.8	-	-	-	-	6.8	0.015	< 0.001
Ethylbenzene	3.1	2.9	-	-	-	6.1	0.013	< 0.001
Formaldehyde	9.1	-	-	-	-	9.1	0.020	< 0.001
Naphthalene	0.9	0.0	-	-	-	0.9	0.002	< 0.001
POM	0.2	-	-	-	-	0.2	< 0.001	< 0.001
DEOG	26.0	-	-	-	-	26.0	0.057	< 0.001
CO2	2,920,170.0	-	-	-	-	2,920,170.0	6,437.872	3.219
N2O	116.7	-	-	-	-	116.7	0.257	< 0.001
CH4	61.6	-	-	-	-	61.6	0.136	< 0.001
BC	3.8	-	-	-	-	3.8	0.008	< 0.001
HFC	-	7.1	-	-	-	7.1	0.016	< 0.001

Summary of GHG Emissions

Pollutant Name	Emissions (metric tons)	CO2e (metric tons)
CO2	2.920	2.920
N2O	< 0.001	0.035
CH4	< 0.001	0.002
BC	< 0.001	0.002
HFC	< 0.001	0.010
Total CO2e	-	2.968

Summary of Consumptions

Gasoline	315.822	gallons
Diesel	32.001	gallons
Natural Gas	2.161	diesel-equivalent gallons
Electricity	51.410	kilowatt-hours

END

```
           File Name:   McCall- 2028 - No Build.EM
CT-EMFAC2021 Version:   1.0.2.0
            Run Date:   1/23/2025 2:47:08 PM
                Area:   Riverside (SC)
       Analysis Year:   2028
              Season:   Annual

======================================================================

Vehicle Category        VMT Fraction            Diesel VMT Fraction     Gas VMT Fraction
                        Across Category         Within Category         Within Category
         Truck 1             0.012                  0.490                   0.470
         Truck 2             0.022                  0.931                   0.017
       Non-Truck             0.966                  0.005                   0.936

======================================================================

               Road Type:       Major/Collector
     Silt Loading Factor:               CARB    0.08 g/m2
Precipitation Correction:               None    P = NA  N = NA

======================================================================

     Road Length:       0.303025        miles
          Volume:         1,346 vehicles per hour
 Number of Hours:            24 hours
             VMT:       9787.708        miles

VMT Distribution by Speed Bin (mph):
        <= 5 mph                    0.00%
          10 mph                    0.00%
          15 mph                    0.00%
          20 mph                    0.00%
          25 mph                    0.00%
          30 mph                    0.00%
          35 mph                  100.00%
          40 mph                    0.00%
          45 mph                    0.00%
          50 mph                    0.00%
          55 mph                    0.00%
          60 mph                    0.00%
          65 mph                    0.00%
          70 mph                    0.00%
          75 mph                    0.00%

=============================================================================================================================================

Summary of Emissions
```

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (pounds)	Total (US tons)
PM2.5	12.7	-	20.8	54.5	378.3	466.3	1.028	< 0.001
PM10	13.7	-	83.4	155.6	2,522.2	2,774.9	6.118	0.003
NOx	796.1	-	-	-	-	796.1	1.755	< 0.001
CO	7,228.1	-	-	-	-	7,228.1	15.935	0.008
HC	162.8	283.9	-	-	-	446.7	0.985	< 0.001
TOG	177.3	303.5	-	-	-	480.9	1.060	< 0.001
ROG	114.9	303.5	-	-	-	418.4	0.922	< 0.001
1,3-Butadiene	0.5	0.0	-	-	-	0.5	0.001	< 0.001
Acetaldehyde	2.6	-	-	-	-	2.6	0.006	< 0.001
Acrolein	< 0.1	-	-	-	-	< 0.1	< 0.001	< 0.001
Benzene	5.9	4.4	-	-	-	10.3	0.023	< 0.001
Diesel PM	3.6	-	-	-	-	3.6	0.008	< 0.001
Ethylbenzene	1.8	2.8	-	-	-	4.6	0.010	< 0.001
Formaldehyde	6.0	-	-	-	-	6.0	0.013	< 0.001
Naphthalene	0.5	0.0	-	-	-	0.5	0.001	< 0.001
POM	0.1	-	-	-	-	0.1	< 0.001	< 0.001
DEOG	12.3	-	-	-	-	12.3	0.027	< 0.001
CO2	2,763,030.7	-	-	-	-	2,763,030.7	6,091.440	3.046
N2O	97.7	-	-	-	-	97.7	0.215	< 0.001
CH4	49.8	-	-	-	-	49.8	0.110	< 0.001
BC	2.9	-	-	-	-	2.9	0.006	< 0.001
HFC	-	3.8	-	-	-	3.8	0.008	< 0.001

==========

Summary of GHG Emissions

Pollutant Name	Emissions (metric tons)	CO2e (metric tons)
CO2	2.763	2.763
N2O	< 0.001	0.029
CH4	< 0.001	0.001
BC	< 0.001	0.001
HFC	< 0.001	0.005
Total CO2e	-	2.800

==========

Summary of Consumptions

Gasoline	295.373	gallons
Diesel	32.270	gallons
Natural Gas	1.928	diesel-equivalent gallons
Electricity	207.010	kilowatt-hours

==========END==========

```
           File Name:   McCall- 2028 - Build.EM
CT-EMFAC2021 Version:   1.0.2.0
            Run Date:   1/23/2025 2:47:08 PM
                Area:   Riverside (SC)
       Analysis Year:   2028
              Season:   Annual

======================================================================

Vehicle Category        VMT Fraction            Diesel VMT Fraction     Gas VMT Fraction
                        Across Category         Within Category         Within Category
         Truck 1             0.012                  0.490                   0.470
         Truck 2             0.022                  0.931                   0.017
       Non-Truck             0.966                  0.005                   0.936

======================================================================

               Road Type:       Major/Collector
     Silt Loading Factor:               CARB    0.08 g/m2
Precipitation Correction:               None    P = NA  N = NA

======================================================================

     Road Length:       0.303025        miles
          Volume:         1,346 vehicles per hour
 Number of Hours:            24 hours
             VMT:       9787.708        miles

VMT Distribution by Speed Bin (mph):
        <= 5 mph                    0.00%
          10 mph                    0.00%
          15 mph                    0.00%
          20 mph                    0.00%
          25 mph                    0.00%
          30 mph                    0.00%
          35 mph                  100.00%
          40 mph                    0.00%
          45 mph                    0.00%
          50 mph                    0.00%
          55 mph                    0.00%
          60 mph                    0.00%
          65 mph                    0.00%
          70 mph                    0.00%
          75 mph                    0.00%

=============================================================================================================================================

Summary of Emissions
```

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (pounds)	Total (US tons)
PM2.5	12.7	-	20.8	54.5	378.3	466.3	1.028	< 0.001
PM10	13.7	-	83.4	155.6	2,522.2	2,774.9	6.118	0.003
NOx	796.1	-	-	-	-	796.1	1.755	< 0.001
CO	7,228.1	-	-	-	-	7,228.1	15.935	0.008
HC	162.8	283.9	-	-	-	446.7	0.985	< 0.001
TOG	177.3	303.5	-	-	-	480.9	1.060	< 0.001
ROG	114.9	303.5	-	-	-	418.4	0.922	< 0.001
1,3-Butadiene	0.5	0.0	-	-	-	0.5	0.001	< 0.001
Acetaldehyde	2.6	-	-	-	-	2.6	0.006	< 0.001
Acrolein	< 0.1	-	-	-	-	< 0.1	< 0.001	< 0.001
Benzene	5.9	4.4	-	-	-	10.3	0.023	< 0.001
Diesel PM	3.6	-	-	-	-	3.6	0.008	< 0.001
Ethylbenzene	1.8	2.8	-	-	-	4.6	0.010	< 0.001
Formaldehyde	6.0	-	-	-	-	6.0	0.013	< 0.001
Naphthalene	0.5	0.0	-	-	-	0.5	0.001	< 0.001
POM	0.1	-	-	-	-	0.1	< 0.001	< 0.001
DEOG	12.3	-	-	-	-	12.3	0.027	< 0.001
CO2	2,763,030.7	-	-	-	-	2,763,030.7	6,091.440	3.046
N2O	97.7	-	-	-	-	97.7	0.215	< 0.001
CH4	49.8	-	-	-	-	49.8	0.110	< 0.001
BC	2.9	-	-	-	-	2.9	0.006	< 0.001
HFC	-	3.8	-	-	-	3.8	0.008	< 0.001

==========

Summary of GHG Emissions

Pollutant Name	Emissions (metric tons)	CO2e (metric tons)
CO2	2.763	2.763
N2O	< 0.001	0.029
CH4	< 0.001	0.001
BC	< 0.001	0.001
HFC	< 0.001	0.005
Total CO2e	-	2.800

==========

Summary of Consumptions

Gasoline	295.373	gallons
Diesel	32.270	gallons
Natural Gas	1.928	diesel-equivalent gallons
Electricity	207.010	kilowatt-hours

==========END==========

```
           File Name:   McCall- 2048 - No Build.EM
CT-EMFAC2021 Version:   1.0.2.0
            Run Date:   1/23/2025 2:49:28 PM
                Area:   Riverside (SC)
       Analysis Year:   2048
              Season:   Annual

======================================================================

Vehicle Category        VMT Fraction            Diesel VMT Fraction     Gas VMT Fraction
                        Across Category         Within Category         Within Category
         Truck 1             0.009                 0.251                   0.277
         Truck 2             0.025                 0.730                   0.006
       Non-Truck             0.966                 0.003                   0.903

======================================================================

               Road Type:       Major/Collector
     Silt Loading Factor:               CARB    0.08 g/m2
Precipitation Correction:               None    P = NA  N = NA

======================================================================

     Road Length:       0.303025        miles
          Volume:         1,771 vehicles per hour
 Number of Hours:            24 hours
             VMT:       12878.56        miles

VMT Distribution by Speed Bin (mph):
        <= 5 mph                    0.00%
          10 mph                    0.00%
          15 mph                    0.00%
          20 mph                    0.00%
          25 mph                    0.00%
          30 mph                    0.00%
          35 mph                  100.00%
          40 mph                    0.00%
          45 mph                    0.00%
          50 mph                    0.00%
          55 mph                    0.00%
          60 mph                    0.00%
          65 mph                    0.00%
          70 mph                    0.00%
          75 mph                    0.00%

=============================================================================================================================================

Summary of Emissions
```

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (pounds)	Total (US tons)
PM2.5	7.0	-	27.6	69.5	508.0	612.1	1.349	< 0.001
PM10	7.5	-	110.5	198.6	3,386.7	3,703.3	8.164	0.004
NOx	544.0	-	-	-	-	544.0	1.199	< 0.001
CO	6,621.2	-	-	-	-	6,621.2	14.597	0.007
HC	101.4	264.8	-	-	-	366.2	0.807	< 0.001
TOG	109.4	283.1	-	-	-	392.5	0.865	< 0.001
ROG	67.9	283.1	-	-	-	350.9	0.774	< 0.001
1,3-Butadiene	0.3	0.0	-	-	-	0.3	< 0.001	< 0.001
Acetaldehyde	1.4	-	-	-	-	1.4	0.003	< 0.001
Acrolein	< 0.1	-	-	-	-	< 0.1	< 0.001	< 0.001
Benzene	3.5	4.1	-	-	-	7.6	0.017	< 0.001
Diesel PM	1.9	-	-	-	-	1.9	0.004	< 0.001
Ethylbenzene	1.1	2.6	-	-	-	3.7	0.008	< 0.001
Formaldehyde	3.2	-	-	-	-	3.2	0.007	< 0.001
Naphthalene	0.3	0.0	-	-	-	0.3	< 0.001	< 0.001
POM	< 0.1	-	-	-	-	< 0.1	< 0.001	< 0.001
DEOG	5.3	-	-	-	-	5.3	0.012	< 0.001
CO2	2,946,846.1	-	-	-	-	2,946,846.1	6,496.683	3.248
N2O	88.9	-	-	-	-	88.9	0.196	< 0.001
CH4	37.6	-	-	-	-	37.6	0.083	< 0.001
BC	1.5	-	-	-	-	1.5	0.003	< 0.001
HFC	-	0.2	-	-	-	0.2	< 0.001	< 0.001

==========

Summary of GHG Emissions

Pollutant Name	Emissions (metric tons)	CO2e (metric tons)
CO2	2.947	2.947
N2O	< 0.001	0.026
CH4	< 0.001	< 0.001
BC	< 0.001	< 0.001
HFC	< 0.001	< 0.001
Total CO2e	-	2.975

==========

Summary of Consumptions

Gasoline	319.247	gallons
Diesel	30.909	gallons
Natural Gas	1.120	diesel-equivalent gallons
Electricity	564.918	kilowatt-hours

==========END==========

```
           File Name:   McCall- 2048 - Build.EM
CT-EMFAC2021 Version:   1.0.2.0
            Run Date:   1/23/2025 2:49:28 PM
                Area:   Riverside (SC)
       Analysis Year:   2048
              Season:   Annual

======================================================================

Vehicle Category        VMT Fraction            Diesel VMT Fraction     Gas VMT Fraction
                        Across Category         Within Category         Within Category
         Truck 1             0.009                 0.251                   0.277
         Truck 2             0.025                 0.730                   0.006
       Non-Truck             0.966                 0.003                   0.903

======================================================================

               Road Type:       Major/Collector
     Silt Loading Factor:               CARB    0.08 g/m2
Precipitation Correction:               None    P = NA  N = NA

======================================================================

     Road Length:       0.303025        miles
          Volume:         1,771 vehicles per hour
 Number of Hours:            24 hours
             VMT:       12878.56        miles

VMT Distribution by Speed Bin (mph):
        <= 5 mph                    0.00%
          10 mph                    0.00%
          15 mph                    0.00%
          20 mph                    0.00%
          25 mph                    0.00%
          30 mph                    0.00%
          35 mph                  100.00%
          40 mph                    0.00%
          45 mph                    0.00%
          50 mph                    0.00%
          55 mph                    0.00%
          60 mph                    0.00%
          65 mph                    0.00%
          70 mph                    0.00%
          75 mph                    0.00%

=============================================================================================================================================

Summary of Emissions
```

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (pounds)	Total (US tons)
PM2.5	7.0	-	27.6	69.5	508.0	612.1	1.349	< 0.001
PM10	7.5	-	110.5	198.6	3,386.7	3,703.3	8.164	0.004
NOx	544.0	-	-	-	-	544.0	1.199	< 0.001
CO	6,621.2	-	-	-	-	6,621.2	14.597	0.007
HC	101.4	264.8	-	-	-	366.2	0.807	< 0.001
TOG	109.4	283.1	-	-	-	392.5	0.865	< 0.001
ROG	67.9	283.1	-	-	-	350.9	0.774	< 0.001
1,3-Butadiene	0.3	0.0	-	-	-	0.3	< 0.001	< 0.001
Acetaldehyde	1.4	-	-	-	-	1.4	0.003	< 0.001
Acrolein	< 0.1	-	-	-	-	< 0.1	< 0.001	< 0.001
Benzene	3.5	4.1	-	-	-	7.6	0.017	< 0.001
Diesel PM	1.9	-	-	-	-	1.9	0.004	< 0.001
Ethylbenzene	1.1	2.6	-	-	-	3.7	0.008	< 0.001
Formaldehyde	3.2	-	-	-	-	3.2	0.007	< 0.001
Naphthalene	0.3	0.0	-	-	-	0.3	< 0.001	< 0.001
POM	< 0.1	-	-	-	-	< 0.1	< 0.001	< 0.001
DEOG	5.3	-	-	-	-	5.3	0.012	< 0.001
CO2	2,946,846.1	-	-	-	-	2,946,846.1	6,496.683	3.248
N2O	88.9	-	-	-	-	88.9	0.196	< 0.001
CH4	37.6	-	-	-	-	37.6	0.083	< 0.001
BC	1.5	-	-	-	-	1.5	0.003	< 0.001
HFC	-	0.2	-	-	-	0.2	< 0.001	< 0.001

==========

Summary of GHG Emissions

Pollutant Name	Emissions (metric tons)	CO2e (metric tons)
CO2	2.947	2.947
N2O	< 0.001	0.026
CH4	< 0.001	< 0.001
BC	< 0.001	< 0.001
HFC	< 0.001	< 0.001
Total CO2e	-	2.975

==========

Summary of Consumptions

Gasoline	319.247	gallons
Diesel	30.909	gallons
Natural Gas	1.120	diesel-equivalent gallons
Electricity	564.918	kilowatt-hours

==========END==========

Construction Emissions Calculation

I-215/McCall Blvd Interchange Improvements Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.3. Construction Emissions by Year, Mitigated

3. Construction Emissions Details

3.1. Linear, Grubbing & Land Clearing (2026) - Unmitigated

3.2. Linear, Grubbing & Land Clearing (2026) - Mitigated

3.3. Linear, Grading & Excavation (2026) - Unmitigated

3.4. Linear, Grading & Excavation (2026) - Mitigated

3.5. Linear, Grading & Excavation (2027) - Unmitigated

3.6. Linear, Grading & Excavation (2027) - Mitigated

3.7. Linear, Drainage, Utilities, & Sub-Grade (2027) - Unmitigated

3.8. Linear, Drainage, Utilities, & Sub-Grade (2027) - Mitigated

3.9. Linear, Paving (2027) - Unmitigated

3.10. Linear, Paving (2027) - Mitigated

5. Activity Data

5.1. Construction Schedule

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	I-215/McCall Blvd Interchange Improvements
Construction Start Date	6/1/2026
Lead Agency	California Department of Transportation
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	0.20
Location	33.71520165301993, -117.18925172488575
County	Riverside-South Coast
City	Menifee
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5506
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Bridge/Overpass Construction	1.00	Mile	60.0	0.00	0.00	—	—	—

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.97	6.72	55.1	65.8	0.13	2.45	3.39	5.84	2.25	0.46	2.71	—	15,040	15,040	0.61	0.18	2.81	15,111
Mit.	7.97	6.72	55.1	65.8	0.13	2.45	3.39	5.84	2.25	0.46	2.71	—	15,040	15,040	0.61	0.18	2.81	15,111
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.0	10.1	81.4	98.7	0.22	3.39	5.51	8.90	3.12	0.72	3.84	—	24,712	24,712	0.98	0.28	0.09	24,820
Mit.	12.0	10.1	81.4	98.7	0.22	3.39	5.51	8.90	3.12	0.72	3.84	—	24,712	24,712	0.98	0.28	0.09	24,820
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.97	2.50	20.4	24.5	0.06	0.83	1.40	2.23	0.76	0.18	0.95	—	6,237	6,237	0.25	0.07	0.38	6,265
Mit.	2.97	2.50	20.4	24.5	0.06	0.83	1.40	2.23	0.76	0.18	0.95	—	6,237	6,237	0.25	0.07	0.38	6,265
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.54	0.46	3.73	4.48	0.01	0.15	0.26	0.41	0.14	0.03	0.17	—	1,033	1,033	0.04	0.01	0.06	1,037
Mit.	0.54	0.46	3.73	4.48	0.01	0.15	0.26	0.41	0.14	0.03	0.17	—	1,033	1,033	0.04	0.01	0.06	1,037
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	—	100	550	150	150	150	150	55.0	55.0	55.0	—	—	—	—	—	—	—
Unmit.	—	—	No	No	No	No	No	No	No	No	No	—	—	—	—	—	—	—
Mit.	—	—	No	No	No	No	No	No	No	No	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	—	100	550	150	150	150	150	55.0	55.0	55.0	—	—	—	—	—	—	—
Unmit.	—	—	No	No	No	No	No	No	No	No	No	—	—	—	—	—	—	—
Mit.	—	—	No	No	No	No	No	No	No	No	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	7.97	6.72	55.1	65.8	0.13	2.45	3.39	5.84	2.25	0.46	2.71	—	15,040	15,040	0.61	0.18	2.81	15,111
2027	5.67	4.77	39.5	49.2	0.11	1.56	2.60	4.17	1.44	0.35	1.79	—	12,044	12,044	0.47	0.13	1.87	12,098
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	7.35	6.19	51.0	60.0	0.13	2.23	3.06	5.30	2.06	0.41	2.46	—	14,210	14,210	0.56	0.17	0.06	14,274
2027	12.0	10.1	81.4	98.7	0.22	3.39	5.51	8.90	3.12	0.72	3.84	—	24,712	24,712	0.98	0.28	0.09	24,820
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.20	1.85	15.2	18.0	0.04	0.67	0.93	1.60	0.62	0.12	0.74	—	4,196	4,196	0.17	0.05	0.32	4,216
2027	2.97	2.50	20.4	24.5	0.06	0.83	1.40	2.23	0.76	0.18	0.95	—	6,237	6,237	0.25	0.07	0.38	6,265

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.40	0.34	2.78	3.28	0.01	0.12	0.17	0.29	0.11	0.02	0.14	—	695	695	0.03	0.01	0.05	698
2027	0.54	0.46	3.73	4.48	0.01	0.15	0.26	0.41	0.14	0.03	0.17	—	1,033	1,033	0.04	0.01	0.06	1,037

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	7.97	6.72	55.1	65.8	0.13	2.45	3.39	5.84	2.25	0.46	2.71	—	15,040	15,040	0.61	0.18	2.81	15,111
2027	5.67	4.77	39.5	49.2	0.11	1.56	2.60	4.17	1.44	0.35	1.79	—	12,044	12,044	0.47	0.13	1.87	12,098
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	7.35	6.19	51.0	60.0	0.13	2.23	3.06	5.30	2.06	0.41	2.46	—	14,210	14,210	0.56	0.17	0.06	14,274
2027	12.0	10.1	81.4	98.7	0.22	3.39	5.51	8.90	3.12	0.72	3.84	—	24,712	24,712	0.98	0.28	0.09	24,820
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.20	1.85	15.2	18.0	0.04	0.67	0.93	1.60	0.62	0.12	0.74	—	4,196	4,196	0.17	0.05	0.32	4,216
2027	2.97	2.50	20.4	24.5	0.06	0.83	1.40	2.23	0.76	0.18	0.95	—	6,237	6,237	0.25	0.07	0.38	6,265
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.40	0.34	2.78	3.28	0.01	0.12	0.17	0.29	0.11	0.02	0.14	—	695	695	0.03	0.01	0.05	698
2027	0.54	0.46	3.73	4.48	0.01	0.15	0.26	0.41	0.14	0.03	0.17	—	1,033	1,033	0.04	0.01	0.06	1,037

3. Construction Emissions Details

3.1. Linear, Grubbing & Land Clearing (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.55	0.46	4.04	4.49	0.01	0.21	—	0.21	0.20	—	0.20	—	632	632	0.03	0.01	—	634
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.06	0.55	0.62	< 0.005	0.03	—	0.03	0.03	—	0.03	—	86.6	86.6	< 0.005	< 0.005	—	86.9
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.11	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.3	14.3	< 0.005	< 0.005	—	14.4

Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.04	0.65	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	120	120	0.01	< 0.005	0.40	122
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	33.9	33.9	< 0.005	0.01	0.07	35.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15.3	15.3	< 0.005	< 0.005	0.02	15.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.64	4.64	< 0.005	< 0.005	< 0.005	4.87
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.53	2.53	< 0.005	< 0.005	< 0.005	2.56
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.77	0.77	< 0.005	< 0.005	< 0.005	0.81

3.2. Linear, Grubbing & Land Clearing (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.55	0.46	4.04	4.49	0.01	0.21	—	0.21	0.20	—	0.20	—	632	632	0.03	0.01	—	634
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.06	0.55	0.62	< 0.005	0.03	—	0.03	0.03	—	0.03	—	86.6	86.6	< 0.005	< 0.005	—	86.9
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.11	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.3	14.3	< 0.005	< 0.005	—	14.4
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.04	0.65	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	120	120	0.01	< 0.005	0.40	122
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	33.9	33.9	< 0.005	0.01	0.07	35.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15.3	15.3	< 0.005	< 0.005	0.02	15.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.64	4.64	< 0.005	< 0.005	< 0.005	4.87
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.53	2.53	< 0.005	< 0.005	< 0.005	2.56
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.77	0.77	< 0.005	< 0.005	< 0.005	0.81

3.3. Linear, Grading & Excavation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	7.11	5.97	50.5	57.6	0.12	2.23	—	2.23	2.05	—	2.05	—	13,475	13,475	0.55	0.11	—	13,522
Dust From Material Movement	—	—	—	—	—	—	2.48	2.48	—	0.27	0.27	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	7.11	5.97	50.5	57.6	0.12	2.23	—	2.23	2.05	—	2.05	—	13,475	13,475	0.55	0.11	—	13,522
Dust From Material Movement	—	—	—	—	—	—	2.48	2.48	—	0.27	0.27	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.04	1.72	14.5	16.6	0.04	0.64	—	0.64	0.59	—	0.59	—	3,876	3,876	0.16	0.03	—	3,890
Dust From Material Movement	—	—	—	—	—	—	0.71	0.71	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.37	0.31	2.65	3.02	0.01	0.12	—	0.12	0.11	—	0.11	—	642	642	0.03	0.01	—	644
Dust From Material Movement	—	—	—	—	—	—	0.13	0.13	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.23	0.17	2.98	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	550	550	0.03	0.02	1.85	559
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	24.8	24.8	< 0.005	< 0.005	0.07	26.0
Hauling	0.01	< 0.005	0.22	0.05	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	203	203	< 0.005	0.03	0.42	213
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.21	0.19	2.32	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	506	506	0.01	0.02	0.05	513
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	24.8	24.8	< 0.005	< 0.005	< 0.005	25.9
Hauling	0.01	< 0.005	0.23	0.06	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	203	203	< 0.005	0.03	0.01	213
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	0.70	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	148	148	< 0.005	0.01	0.23	150
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.13	7.13	< 0.005	< 0.005	0.01	7.47
Hauling	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	58.5	58.5	< 0.005	0.01	0.05	61.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	24.4	24.4	< 0.005	< 0.005	0.04	24.8
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.18	1.18	< 0.005	< 0.005	< 0.005	1.24
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.68	9.68	< 0.005	< 0.005	0.01	10.2

3.4. Linear, Grading & Excavation (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	7.11	5.97	50.5	57.6	0.12	2.23	—	2.23	2.05	—	2.05	—	13,475	13,475	0.55	0.11	—	13,522
Dust From Material Movement	—	—	—	—	—	—	2.48	2.48	—	0.27	0.27	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	7.11	5.97	50.5	57.6	0.12	2.23	—	2.23	2.05	—	2.05	—	13,475	13,475	0.55	0.11	—	13,522
Dust From Material Movement	—	—	—	—	—	—	2.48	2.48	—	0.27	0.27	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.04	1.72	14.5	16.6	0.04	0.64	—	0.64	0.59	—	0.59	—	3,876	3,876	0.16	0.03	—	3,890

Dust From Material Movement	—	—	—	—	—	—	0.71	0.71	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.37	0.31	2.65	3.02	0.01	0.12	—	0.12	0.11	—	0.11	—	642	642	0.03	0.01	—	644
Dust From Material Movement	—	—	—	—	—	—	0.13	0.13	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.23	0.17	2.98	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	550	550	0.03	0.02	1.85	559
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	24.8	24.8	< 0.005	< 0.005	0.07	26.0
Hauling	0.01	< 0.005	0.22	0.05	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	203	203	< 0.005	0.03	0.42	213
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.21	0.19	2.32	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	506	506	0.01	0.02	0.05	513
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	24.8	24.8	< 0.005	< 0.005	< 0.005	25.9
Hauling	0.01	< 0.005	0.23	0.06	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	203	203	< 0.005	0.03	0.01	213
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	0.70	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	148	148	< 0.005	0.01	0.23	150
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.13	7.13	< 0.005	< 0.005	0.01	7.47

Hauling	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	58.5	58.5	< 0.005	0.01	0.05	61.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	24.4	24.4	< 0.005	< 0.005	0.04	24.8
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.18	1.18	< 0.005	< 0.005	< 0.005	1.24
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.68	9.68	< 0.005	< 0.005	0.01	10.2

3.5. Linear, Grading & Excavation (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	6.82	5.73	47.0	57.3	0.12	2.03	—	2.03	1.87	—	1.87	—	13,476	13,476	0.55	0.11	—	13,522
Dust From Material Movement	—	—	—	—	—	—	2.48	2.48	—	0.27	0.27	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.84	0.71	5.79	7.07	0.02	0.25	—	0.25	0.23	—	0.23	—	1,661	1,661	0.07	0.01	—	1,667

Dust From Material Movement	—	—	—	—	—	—	0.31	0.31	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.06	1.29	< 0.005	0.05	—	0.05	0.04	—	0.04	—	275	275	0.01	< 0.005	—	276
Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.20	0.17	2.14	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	497	497	0.01	0.02	0.04	503
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	24.3	24.3	< 0.005	< 0.005	< 0.005	25.4
Hauling	0.01	< 0.005	0.23	0.05	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	199	199	< 0.005	0.03	0.01	209
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.28	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	62.1	62.1	< 0.005	< 0.005	0.09	62.9
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.00	3.00	< 0.005	< 0.005	< 0.005	3.14
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	24.6	24.6	< 0.005	< 0.005	0.02	25.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.3	10.3	< 0.005	< 0.005	0.01	10.4

Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.50	0.50	< 0.005	< 0.005	< 0.005	0.52
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.07	4.07	< 0.005	< 0.005	< 0.005	4.26

3.6. Linear, Grading & Excavation (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	6.82	5.73	47.0	57.3	0.12	2.03	—	2.03	1.87	—	1.87	—	13,476	13,476	0.55	0.11	—	13,522
Dust From Material Movement	—	—	—	—	—	—	2.48	2.48	—	0.27	0.27	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.84	0.71	5.79	7.07	0.02	0.25	—	0.25	0.23	—	0.23	—	1,661	1,661	0.07	0.01	—	1,667
Dust From Material Movement	—	—	—	—	—	—	0.31	0.31	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.06	1.29	< 0.005	0.05	—	0.05	0.04	—	0.04	—	275	275	0.01	< 0.005	—	276
Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.20	0.17	2.14	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	497	497	0.01	0.02	0.04	503
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	24.3	24.3	< 0.005	< 0.005	< 0.005	25.4
Hauling	0.01	< 0.005	0.23	0.05	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	199	199	< 0.005	0.03	0.01	209
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.28	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	62.1	62.1	< 0.005	< 0.005	0.09	62.9
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.00	3.00	< 0.005	< 0.005	< 0.005	3.14
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	24.6	24.6	< 0.005	< 0.005	0.02	25.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.3	10.3	< 0.005	< 0.005	0.01	10.4
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.50	0.50	< 0.005	< 0.005	< 0.005	0.52
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.07	4.07	< 0.005	< 0.005	< 0.005	4.26

3.7. Linear, Drainage, Utilities, & Sub-Grade (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.76	4.00	33.8	37.8	0.09	1.35	—	1.35	1.24	—	1.24	—	10,047	10,047	0.41	0.08	—	10,081
Dust From Material Movement	—	—	—	—	—	—	2.07	2.07	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.76	4.00	33.8	37.8	0.09	1.35	—	1.35	1.24	—	1.24	—	10,047	10,047	0.41	0.08	—	10,081
Dust From Material Movement	—	—	—	—	—	—	2.07	2.07	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.64	13.9	15.5	0.04	0.56	—	0.56	0.51	—	0.51	—	4,129	4,129	0.17	0.03	—	4,143

Dust From Material Movement	—	—	—	—	—	—	0.85	0.85	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.30	2.53	2.83	0.01	0.10	—	0.10	0.09	—	0.09	—	684	684	0.03	0.01	—	686
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.14	0.10	1.80	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	352	352	0.01	0.01	1.09	357
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.16	0.04	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	144	144	< 0.005	0.02	0.28	151
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.13	0.11	1.39	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	324	324	0.01	0.01	0.03	328
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.16	0.04	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	144	144	< 0.005	0.02	0.01	151
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.60	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	135	135	< 0.005	0.01	0.19	137
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	59.1	59.1	< 0.005	0.01	0.05	62.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	22.3	22.3	< 0.005	< 0.005	0.03	22.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.79	9.79	< 0.005	< 0.005	0.01	10.3

3.8. Linear, Drainage, Utilities, & Sub-Grade (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.76	4.00	33.8	37.8	0.09	1.35	—	1.35	1.24	—	1.24	—	10,047	10,047	0.41	0.08	—	10,081
Dust From Material Movement	—	—	—	—	—	—	2.07	2.07	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.76	4.00	33.8	37.8	0.09	1.35	—	1.35	1.24	—	1.24	—	10,047	10,047	0.41	0.08	—	10,081
Dust From Material Movement	—	—	—	—	—	—	2.07	2.07	—	0.22	0.22	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.64	13.9	15.5	0.04	0.56	—	0.56	0.51	—	0.51	—	4,129	4,129	0.17	0.03	—	4,143
Dust From Material Movement	—	—	—	—	—	—	0.85	0.85	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.30	2.53	2.83	0.01	0.10	—	0.10	0.09	—	0.09	—	684	684	0.03	0.01	—	686
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.14	0.10	1.80	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	352	352	0.01	0.01	1.09	357
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.16	0.04	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	144	144	< 0.005	0.02	0.28	151
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.13	0.11	1.39	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	324	324	0.01	0.01	0.03	328

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.16	0.04	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	144	144	< 0.005	0.02	0.01	151
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.60	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	135	135	< 0.005	0.01	0.19	137
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	59.1	59.1	< 0.005	0.01	0.05	62.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	22.3	22.3	< 0.005	< 0.005	0.03	22.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.79	9.79	< 0.005	< 0.005	0.01	10.3

3.9. Linear, Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.45	8.80	0.01	0.21	—	0.21	0.19	—	0.19	—	1,336	1,336	0.05	0.01	—	1,341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.45	8.80	0.01	0.21	—	0.21	0.19	—	0.19	—	1,336	1,336	0.05	0.01	—	1,341

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.60	0.96	< 0.005	0.02	—	0.02	0.02	—	0.02	—	146	146	0.01	< 0.005	—	147
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.2	24.2	< 0.005	< 0.005	—	24.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.84	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	164	164	< 0.005	0.01	0.51	167
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.65	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	151	151	< 0.005	0.01	0.01	153
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16.8	16.8	< 0.005	< 0.005	0.02	17.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.78	2.78	< 0.005	< 0.005	< 0.005	2.82
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Linear, Paving (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.45	8.80	0.01	0.21	—	0.21	0.19	—	0.19	—	1,336	1,336	0.05	0.01	—	1,341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.45	8.80	0.01	0.21	—	0.21	0.19	—	0.19	—	1,336	1,336	0.05	0.01	—	1,341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.60	0.96	< 0.005	0.02	—	0.02	0.02	—	0.02	—	146	146	0.01	< 0.005	—	147

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.2	24.2	< 0.005	< 0.005	—	24.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.84	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	164	164	< 0.005	0.01	0.51	167
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.65	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	151	151	< 0.005	0.01	0.01	153
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16.8	16.8	< 0.005	< 0.005	0.02	17.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.78	2.78	< 0.005	< 0.005	< 0.005	2.82
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Linear, Grubbing & Land Clearing	Linear, Grubbing & Land Clearing	6/1/2026	8/7/2026	5.00	50.0	—
Linear, Grading & Excavation	Linear, Grading & Excavation	8/7/2026	3/4/2027	5.00	150	—
Linear, Drainage, Utilities, & Sub-Grade	Linear, Drainage, Utilities, & Sub-Grade	3/4/2027	9/29/2027	5.00	150	—
Linear, Paving	Linear, Paving	9/29/2027	11/23/2027	5.00	40.0	—

TRANSPORTATION CONFORMITY WORKING GROUP

Meeting Minutes

February 27, 2024
10:00 a.m. – 12:00 p.m.

The meeting was held via Zoom, teleconference, and in-person. A digital recording of the meeting is available for listening in SCAG's office.

Attendee List

SCAG Staff:

Banuelos, Ryan
Gutierrez, Pablo
Heschmeyer, D'Ella
Hsi-Hwa, Hu
Luo, Rongsheng
Sun, Lijin

Via Zoom and Teleconference:

Bade, Rabindra	*Caltrans*	*District 12*
Becha, Karishma	*Caltrans*	*Headquarters*
Chan, Jenny	*RCTC*	
Cooper, Keith	*ERP*	
Dorantes, Michael	*U.S. EPA*	*Region 9*
Duncan, Dan	*City of Santa Clarita*	
Espinosa, Erika Araiza	*Caltrans*	*Headquarters*
Galbreath, Holly	*Ventura County APCD*	
Garfio, Angel	*OCTA*	
Getachew, Eleni	*Impact Sciences*	
Glasgow, Evelyn	*City of Santa Clarita*	
Hendrawan, Kevin	*CARB*	
Huddleston, Lori	*LA Metro*	*Long Range Planning*
Kalandiyur, Nesamani	*CARB*	
Lay, Keith	*ICF*	
Lee, Sang-Mi	*South Coast AQMD*	
Liptak, Zach	*Dokken Engineering*	
Lugaro, Julie	*Caltrans*	*District 12*
Maggioncalda, Emma	*Caltrans*	*Headquarters*
Masters, Martha	*RCTC*	
Morris, Michael	*FHWA*	
Raziani, Emon	*Caltrans*	*District 7*
Renga, Vaik	*Caltrans*	*Headquarters*
Sutherland, Anders	*Terry A. Hayes Associates, Inc.*	
Tavitas, Rodney	*Caltrans*	*Headquarters*
Vaca, Erika	*Caltrans*	*Headquarters*
Yoon, Andrew	*Caltrans*	*District 7*

TRANSPORTATION CONFORMITY WORKING GROUP

MEETING SUMMARY

1. CALL TO ORDER AND SELF-INTRODUCTIONS

Rabindra Bade, TCWG Chair, called the meeting to order at 10:02 a.m.

2. PUBLIC COMMENT PERIOD

None.

3. CONSENT CALENDAR

3.1. January 23, 2024 TCWG Meeting Minutes

The meeting minutes were approved.

4. INFORMATION ITEMS

4.1. Review of PM Hot Spot Interagency Review Forms

- RIV151218, RIV151218 Memorandum: it was reaffirmed that this project is not a project of air quality concern.
- LA9919158, LA9919158 Maps: it was determined that this project is not a project of air quality concern.

4.2. RTP Update

Pablo Gutierrez, SCAG, reported the following:

- SCAG staff would present a summary of public comments and proposed changes to the draft Connect SoCal 2024 (Plan) based on the public comments received to SCAG's three Policy Committees at their joint meeting on March 7, 2024. At the same meeting, SCAG staff would seek action from the Policy Committees to recommend that SCAG Regional Council approve the final Plan at its meeting in April 2024.
- The proposed final Plan document would be published as part of the April Regional Council meeting packet on SCAG website on March 28, 2024.
- SCAG Regional Council would consider the final Plan for adoption at its meeting on April 4, 2024.

4.3. FTIP Update

Pablo Gutierrez, SCAG, reported the following:

- SCAG staff was reviewing 2025 FTIP project submittals from the County Transportation Commissions (CTCs).
- The 2025 FTIP development process was underway and currently on schedule. The draft 2025 FTIP was anticipated to be released for public review in July 2024. SCAG Regional Council would consider the 2025 FTIP, including the transportation conformity analysis for approval anticipated in Fall 2024 and federal approval by December 2024.

4.3.1 Status Update on Transportation Conformity Analysis for the Proposed Final Connect SoCal 2024

Lijin Sun, SCAG, reported the following:

- The public review and comment period on the draft Plan, including the associated draft transportation conformity analysis technical report ended January 12, 2024.
- SCAG staff received 21 individual and agency comments on the draft transportation conformity analysis technical report and provided a brief overview of the received comments:
    - Most of comments requested further enhancements to the reporting and documentation of the draft transportation conformity analysis to better demonstrate compliance with federal transportation conformity regulations.
    - Some comments requested updated information on the attainment or maintenance area designations for applicable criteria pollutants in the SCAG region.
    - Some comments requested references to other technical reports of the Plan.

PM Conformity Hot Spot Analysis
Project Summary Form for Interagency Consultation

I-215/McCall Boulevard Interchange Improvements Project
City of Menifee, Riverside County, California
District 08-RIV-215-PM R20.1/21.5
Federal Aid Project No. EA-1F700/PN 0815000023
RTIP ID# RIV151218

In December 2021, the I-215/McCall Boulevard Interchange Improvements Project underwent Interagency Consultation through the SCAG Transportation Conformity Working Group to determine if it is a Project of Air Quality Concern (POAQC). The SCAG Transportation Conformity Working Group determined the project is not a POAQC on December 7, 2021.

Since that time, it was determined the Post Miles needed to be updated in SCAG's FTIP from Post Miles R20.3/21.3 to R20.1/21.5 due to the need for traffic control during construction. This was a minor update to the FTIP and the project description and features remain the same as previously concurred upon, with the only change being the post mile limits. No new modeling was conducted for this change.

Due to the revision in Post Miles, the I-215/McCall Boulevard Interchange Improvements Project is required to go through Interagency Consultation again. There are no other changes to the *PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation form* with exception to the Post Miles reference in the Project Description and attached figures. Please use the revised form to provide concurrence that this project continues to not be a POAQC.

PM Conformity Hot Spot Analysis
Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
    a. Is exempt pursuant to 40 CFR 93.126; or
    b. Is a traffic signal synchronization project under 40 CFR 93.128; or
    c. Uses no Federal funds AND requires no Federal approval; or
    d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

1) Fill out form in its entirety. Enter information in gray input fields.

2) Be sure to include FTIP ID#. See http://www.scag.ca.gov/ftip/index.htm if necessary.

3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representatives.

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

REFERENCE

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)) – PM_{10} and $PM_{2.5}$ Hot Spots

(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Links to more information:

http://www.fhwa.dot.gov/environment/conform.htm

http://www.epa.gov/otaq/stateresources/transconf/index.htm

TABLE 1
Type of Project

- New state highway
- Change to existing state highway
- New regionally significant street
- Change to existing regionally significant street
- New interchange
- Reconfigure existing interchange
- Intersection channelization
- Intersection signalization
- Roadway realignment
- Bus, rail, or inter-modal facility/terminal/transfer point
- Truck weight/inspection station
- At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

RTIP ID# *(required)* RIV151218

TCWG Consideration Date January 23, 2024

Project Description (clearly describe project)

The City of Menifee (City), in cooperation with the California Department of Transportation (Caltrans), proposes to reconstruct the Interstate 215 (I-215)/McCall Boulevard interchange and widen McCall Boulevard to address traffic congestion and delays associated with new and proposed developments. The limits of work for this project are along I-215 between post mile (PM) PM R20.1 and PM 21.5 and includes the widening of the existing overcrossing structure along McCall Boulevard crossing I-215, modifications of the associated on- and off-ramps, and improvements at the nearby intersections of McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive. The I-215/McCall Boulevard interchange is located in the City of Menifee, in the County of Riverside, California.

The proposed project improvements include widening of McCall Boulevard, the I-215 overcrossing, and the I-215 ramps. The existing Type L-1 Tight Diamond interchange configuration would not be modified; however, the McCall Boulevard overcrossing would be widened to allow for the proposed improvements consisting of three through lanes and two left turn lanes in each direction. Additional improvements include signal modifications at the proposed northbound and southbound ramps intersections, the Bradley Road intersection, and the Encanto Drive intersection.

Other improvements associated with the Build Alternative includes widening McCall Boulevard and the I-215 bridge overcrossing from two lanes to three in each direction from Sun City Boulevard to approximately 700 feet east of the Encanto Drive. The six through lanes would continue east where the ultimate facility is a six-lane Urban Arterial road. In the westbound direction, the sixth lane would be added/dropped at the Bradley Road intersection to match the four-lane facility west of the interchange in accordance with the City's General Plan designation, which is a 4-lane Major road.

The I-215/McCall Boulevard bridge overcrossing would be widened to include two left turn lanes, with storage shared within the median for both directions of travel along McCall Boulevard. The widening would also include a bike/Neighborhood Electric Vehicle (NEV) lane, and sidewalks on both sides of the bridge. The existing bridge would be widened while maintaining the existing vertical clearance.

The I-215 northbound and southbound on-ramps would be reconstructed and widened from one to two lanes with ramp metering. The I-215 northbound and southbound off-ramps would be partially reconstructed to provide three turn lanes to accommodate anticipated growth to the east. All existing ramp skew angles at McCall Boulevard would be aligned and improved to meet the 75-degree minimum to meet the Caltrans Highway Design Manual standards. The McCall Boulevard intersection improvements at Bradley Road and Encanto Drive include additional turn-lanes and standard pedestrian facilities such as two curb ramps and median pedestrian refuge islands.

The Build Alternative would impact areas in all four interchange quadrants, including a potential sliver acquisition from the existing commercial development located in the southeast quadrant of the interchange. Due to the new widening, the build alternative would also impact businesses and commercial development along both sides of McCall Boulevard from Sun City Boulevard to Encanto Drive. Additional right of way may be required to accommodate the proposed improvements.

The improvements associated with the widening of McCall Boulevard would also require utility relocations. While the majority of the utilities within the project area are underground, there may be impacts to a few utility poles and above ground boxes/vaults due to the widening improvements. Any existing utilities within the project area requiring relocation would be coordinated with the owner and operator of the utility.

Drainage in the project area is collected by various storm drain facilities and conveyed to the Sun City Channel, a regional flood control facility operated and maintained by the Riverside County Flood Control and Water Conservation District. The channel conveys flow from east to west and traverses under I-215 via a reinforced concrete box (RCB) culvert, which is currently at capacity and has a history of flooding in the Avila Apartment Homes community. Since the interchange project is anticipated to increase the impervious surfaces in the area, the project may attenuate additional runoff tributary to the Sun City Channel/RCB through the use of detention/retention basins within the interchange.

Other project activities needed to support the design of the bridge include potholing and geotechnical investigations within the existing roadway and proposed improvement locations.
The bridge is listed in the Federal Eligible Bridge List (EBL) with a Sufficiency Rating (SR) of 60 according to the Bridge Inspection Report prepared by Caltrans Structure Maintenance and Investigations (SM&I). Since the bridge has a SR lower than 80, the bridge is eligible for major rehabilitation in accordance with the Highway Bridge Program (HBP) guidelines.

Additionally, the FEMA Flood Plain Report indicated significant inundation for the Airport Boulevard Bridge in a 100 year flood event. Coachella Valley Water District (CVWD) has a plan to lower the riverbed and replace Whitewater River with a concrete lined channel at the Airport Boulevard Bridge.

Due to the geometric deficiency, costly seismic structural retrofit, and significant hydraulic constraint cited above, the County proposes to replace Airport Boulevard Bridge with a new concrete structure. This project proposes to replace the existing 2 lane Airport Boulevard Bridge over Whitewater River with a new 4 lane bridge and reconstruct the connecting approach roadways to meet current Caltrans seismic design codes. The new bridge would have foundations placed below the potential scour plane. The project would raise the bridge profile by approximately 2 feet in order to maintain a minimum freeboard from the flood water. The reprofiling would extend into approximately 1,000 feet of approach roadway that will also be reconstructed.

The new bridge will be constructed in two stages. Stage 1 is to construct north half of the bridge while the traffic on Airport Boulevard would remain on the existing bridge. After stage 1 is constructed, two lanes of traffic will be detoured to the newly constructed bridge. After demolishing the existing bridge, the remaining south half of the bridge will be constructed. A deck closure pour will be the final stage to connect the two structures to produce a continuous bridge deck.

This project is included in the Southern California Association of Governments (SCAG) 2020-2045 Connect SoCal plan, the current Regional Transportation Plan/Sustainable Communities Strategy, and the 2023 Federal Transportation Improvement Program (2023 FTIP). Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The City is the project proponent.

Type of Project *(use Table 1 on instruction sheet)*
Reconfigure existing interchange.

County	**Narrative Location/Route & Postmiles** The roadway improvements would occur along I-215 between post mile (PM) PM R20.1 and PM 21.5 and includes the widening of the existing overcrossing structure along McCall Boulevard crossing I-215, modifications of the associated on- and off-ramps, and improvements at the nearby intersections of McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive. **Caltrans Projects – EA#** 1F700
Riverside	

Lead Agency: Caltrans (NEPA)

Contact Person	**Phone#**	**Fax#**	**Email**
Zach Liptak	916-858-0642	916-858-0643	zliptak@ dokkenegineering.com

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	X **EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: 2023

NEPA Assignment – Project Type *(check appropriate box)*

Exempt		Section 326 – Categorical Exemption	X	Section 327 – Non-Categorical Exemption

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	Prior	Prior	2023/2024	2023/2024
End	Prior	Prior	2023/2024	2023/2024

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The purpose of the proposed project is to increase capacity and improve traffic operations on McCall Boulevard between Bradley Road and Encanto Drive near I-215 to support the forecasted travel demand for the 2048 design year, accommodate a multimodal facility that has harmony with the community and preserves the values of the area, and improve existing geometric deficiencies. The proposed project is needed to accommodate for the projected increase from 30,000 ADT to 44,000 ADT by 2035, connect a gap along the westbound McCall Boulevard sidewalk that would add bicycle lanes in both directions which would allow a connection between communities and businesses across the interchange for all users, and to improve existing geometric deficiencies at the existing ramp intersections.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Economic Development Corridor, Commercial Retail, Public/Quasi Public Facilities, and Residential, (City of Menifee).

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Opening Year (2028)

Study Roadway Segments	No Build	Build	Heavy Trucks %		AADT Trucks	AADT Trucks
	AADT	AADT	AM	PM	No Build	Build
I-215 Southbound Basic Segment between Ethanac Road and McCall Boulevard	61,280	61,280	2	1	1,838	1,838
I-215 Southbound Diverge Segment at McCall Boulevard Off-Ramp	61,280	61,280	2	1	1,838	1,838
I-215 Southbound Off-Ramp	16,110	16,110	8	3	1,772	1,772
I-215 Southbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	45,170	45,170	2	1	1,355	1,355
I-215 Southbound On-Ramp	12,660	12,660	2	1	380	380
I-215 Southbound Merge Segment at McCall Boulevard On-Ramp	57,830	57,830	2	1	1,735	1,735
I-215 Northbound Basic Segment between Newport Road and McCall Boulevard	70,380	70,380	2	1	2,111	2,111
I-215 Northbound Diverge Segment at McCall Boulevard Off-Ramp	70,380	70,380	2	1	2,111	2,111
I-215 Northbound Off-Ramp	13,340	13,340	3	2	667	667
I-215 Northbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	57,040	57,040	2	1	1,711	1,711
I-215 Northbound On-Ramp	6,860	6,860	3	3	412	412
I-215 Northbound Merge Segment at McCall Boulevard On-Ramp	63,900	63,900	2	1	1,917	1,917
McCall Boulevard between I-215 Ramps	32,300	32,300	3	2	969	646

Source: Fehr & Peers, 2021. Traffic information from *I-215 and McCall Boulevard Interchange Project Traffic Volumes Report, October* 2021

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Design Year (2048)

Study Roadway Segments	No Build	Build	Heavy Trucks %		AADT Trucks	AADT Trucks
	AADT	AADT	AM	PM	No Build	Build
I-215 Southbound Basic Segment between Ethanac Road and McCall Boulevard	69,410	69,410	2	1	2,082	2,082
I-215 Southbound Diverge Segment at McCall Boulevard Off-Ramp	69,410	69,410	2	1	2,082	2,082
I-215 Southbound Off-Ramp	20,790	20,790	8	3	2,287	2,287
I-215 Southbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	48,620	48,620	2	1	1,459	1,459
I-215 Southbound On-Ramp	17,040	17,040	2	1	511	511
I-215 Southbound Merge Segment at McCall Boulevard On-Ramp	65,660	65,660	2	1	1,970	1,970
I-215 Northbound Basic Segment between Newport Road and McCall Boulevard	86,890	86,890	2	1	2,607	2,607
I-215 Northbound Diverge Segment at McCall Boulevard Off-Ramp	86,890	86,890	2	1	2,607	2,607
I-215 Northbound Off-Ramp	17,400	17,400	3	2	870	870
I-215 Northbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	69,490	69,490	2	1	2,085	2,085
I-215 Northbound On-Ramp	9,020	9,020	3	3	541	541
I-215 Northbound Merge Segment at McCall Boulevard On-Ramp	78,510	78,510	2	1	2,355	2,355
McCall Boulevard between I-215 Ramps	42,500	42,500	3	2	2,125	2,125

Source: Fehr & Peers, 2021. Traffic information from *I-215 and McCall Boulevard Interchange Project Traffic Volumes Report, October* 2021

Intersection	PEAK HOUR	No Build		Build	
		DELAY	LOS	DELAY	LOS
McCall Boulevard & I-215 Southbound Ramps	AM	**>80**	**F**	29	C
	PM	**>80**	**F**	21	C
McCall Boulevard & I-215 Northbound Ramps	AM	**64**	**E**	14	B
	PM	**>80**	**F**	14	B

Bold text indicates unacceptable operations.

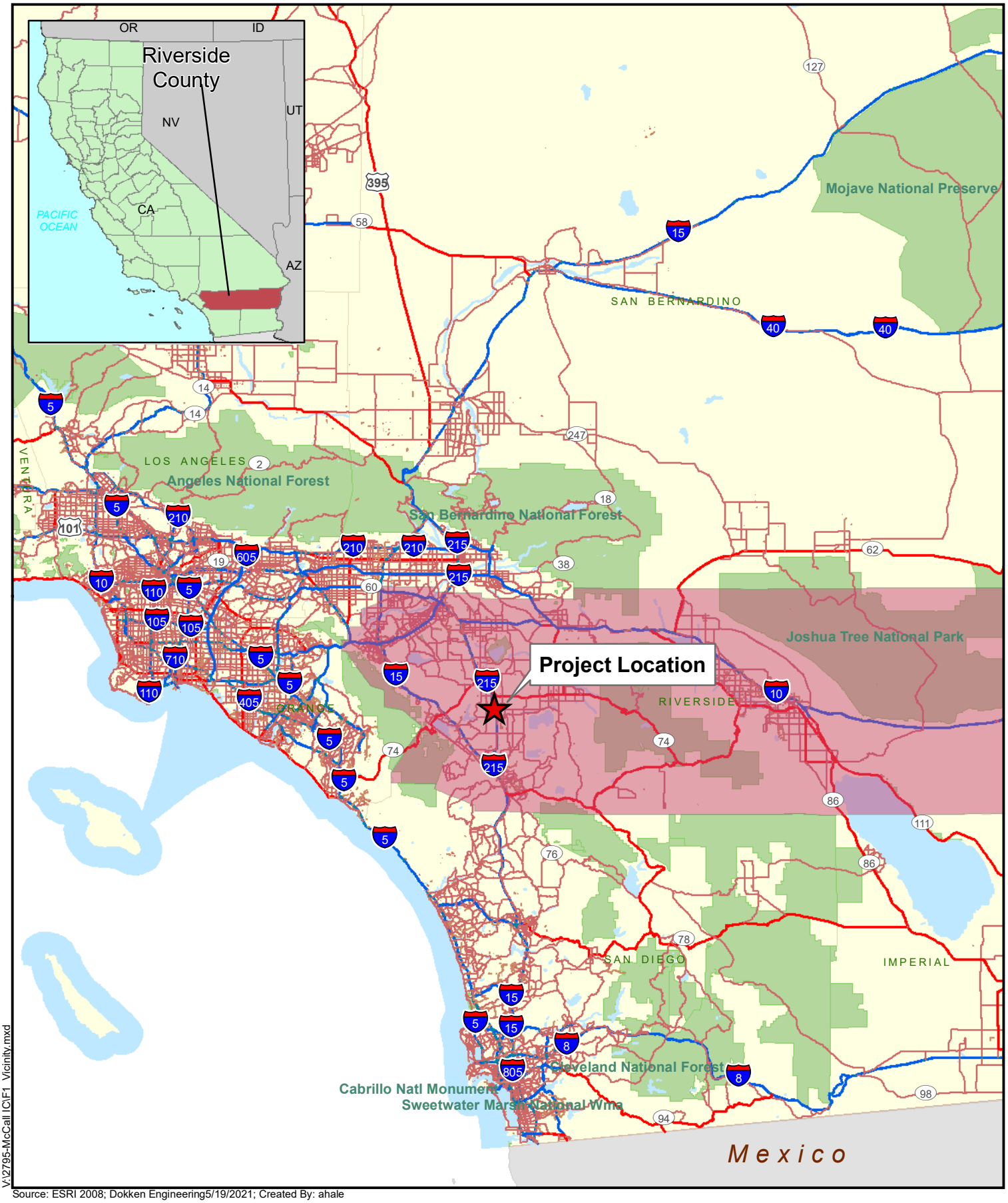
Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
See Table above.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
See Table above.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The proposed project improvements would increase capacity and improve traffic operations, as well as accommodate a multimodal facility that provides a continuous roadway along McCall Boulevard, reducing delay times.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The following table details why the project does not meet the definition of a Project of Air Quality Concern.

EPA Definition of POAQC		Proposed Project
(i)	New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;	The I-215 and McCall Boulevard Interchange Project is not a new or expanded highway project with a significant number of or significant increase in diesel vehicles. Diesel/heavy truck traffic is expected to be between 3% and 11% on the segments. The greatest number of trucks on a segment is estimated to be 2,607, which is well below the general threshold of 10,000 diesel trucks (i.e. 125,000 volume of which 8% is diesel). The truck percentage is projected to remain the same for both the opening year and the horizon year.
(ii)	Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;	The anticipated number of diesel vehicles is not significant (see above).
(iii)	New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;	Bus and rail terminals and transfer points are not part of this project.
(iv)	Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and	Expanded bus and rail terminals and transfer points are not part of this project.
(v)	Projects in or affecting locations, areas, or categories of sites which are identified in the PM_{10} or $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.	The project is not in, nor will it affect, a location of violation or possible violation



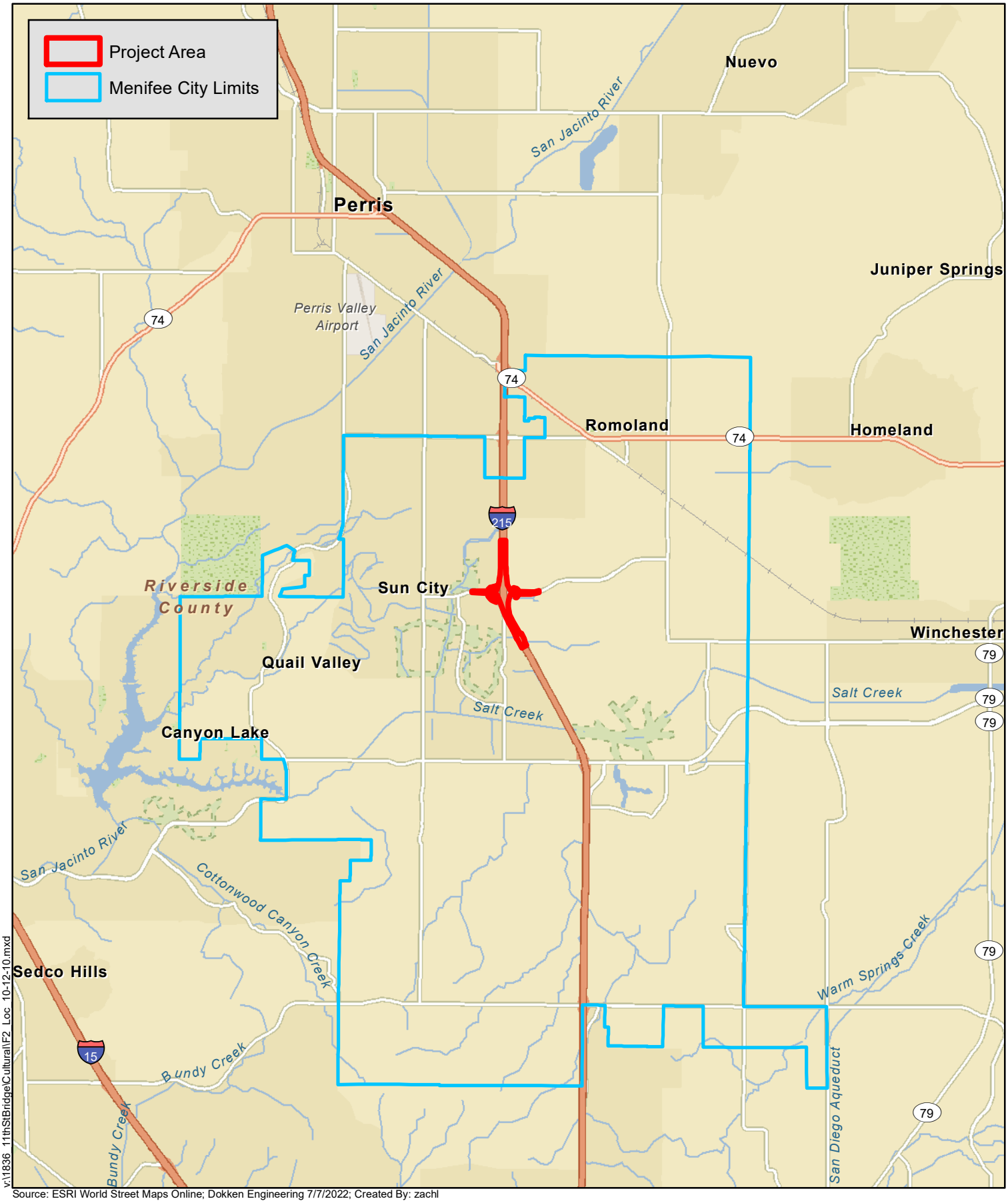
V:\2795-McCall ICIF1_Vicinity.mxd

Source: ESRI 2008; Dokken Engineering5/19/2021; Created By: ahale

0 10 20 30 Miles

FIGURE 1
Project Vicinity

McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700K)
City of Menifee, Riverside County, California



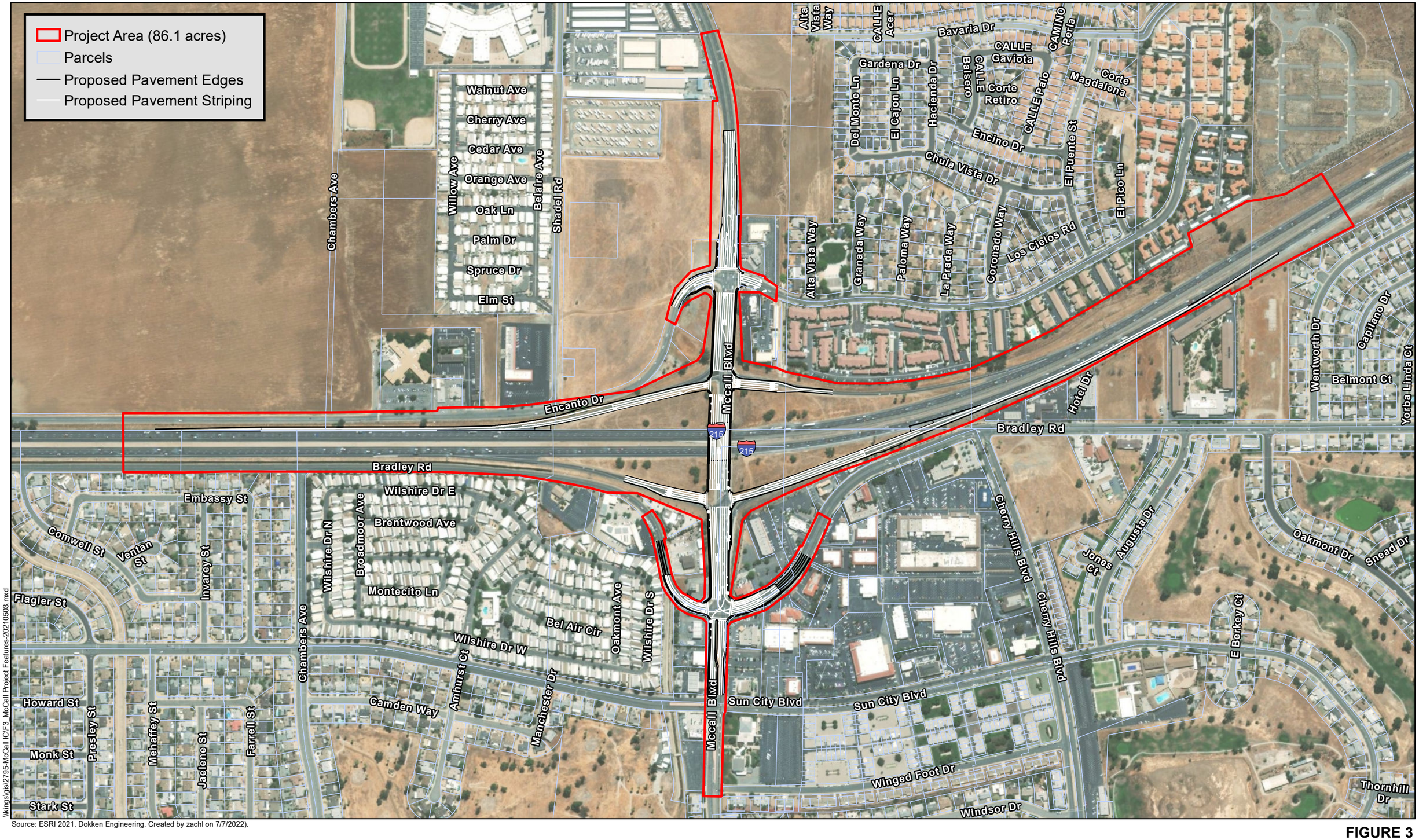
v:\1836 11thStBridge\Cultural\F2 Loc 10-12-10.mxd

Source: ESRI World Street Maps Online; Dokken Engineering 7/7/2022; Created By: zachl

0 1 2 3 4 Miles

FIGURE 2
Project Location

McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700K)
City of Menifee, Riverside County, California



\\kings\gis\12795-McCall ICIF3_McCall Project Features-20210503.mxd

Source: ESRI 2021. Dokken Engineering. Created by zachl on 7/7/2022).

1 inch = 500 feet

0 500 1,000 1,500 2,000 Feet

FIGURE 3
Project Features
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700K)
City of Menifee, Riverside County, California

Appendix E Noise Modeling Results

Predicted Future Noise Levels and Noise Barrier Analysis

Receptor I.D.	Land Use	Noise Abatement category (NAC)	Number of Dwelling Units	Address	Modeled Existing Year 2021 Noise Level Leq, dBA	Modeled Future No-Build Year 2048 Noise Level Leq, dBA	Existing to Future No Build Year Project Noise Increase	Modeled Future Build Year 2048 Noise Level Leq, dBA	Existing to Future Build Year Project Noise Increase	Future No Build to Future Build Year Project Noise Increase	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																		Approach or Exceed NAC?	Barrier Feasible (5 dB I.L.)	Barrier meets Caltrans Acoustical Design Goal (7 dB I.L.)
											6 feet			8 feet			10 feet			12 feet			14 feet			16 feet					
											Leq	I.L.	NBR	Leq	I.L.	NBR	Leq	I.L.	NBR	Leq	I.L.	NBR	Leq	I.L.	NBR	Leq	I.L.	NBR			
R1	MFH	B(67)	4	28301 Encanto Dr	64	65	1	65	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R2	MFH	B(67)	4	28301 Encanto Dr	52	53	1	54	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R3	MFH	B(67)	4	28301 Encanto Dr	53	54	1	54	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R4	MFH	B(67)	14	28301 Encanto Dr	63	64	1	64	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R5	MFH	B(67)	8	28301 Encanto Dr	62	63	1	65	3	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R6	MFH	B(67)	20	28155 Encanto Dr	52	53	1	54	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R7	MFH	B(67)	4	28155 Encanto Dr	60	61	1	62	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R8	MFH	B(67)	16	28155 Encanto Dr	62	63	1	63	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R9	MFH	B(67)	6	28155 Encanto Dr	54	55	1	56	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R10	OS-R (Park)	C(67)	0	28050 Encanto Dr	59	60	1	61	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R11	MFH	B(67)	16	28155 Encanto Dr	53	54	1	57	4	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R12	EDC (Hotel)	E(72)	0	27955 Encanto Dr	57	59	2	59	2	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R13	EDC (Undeveloped)	E(72)	0	27180 McCall Blvd	66	68	2	69	3	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R14	EDC (Hotel)	E(72)	0	27680 Encanto Dr	64	65	1	65	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R15	SFH	B(67)	1	27250 Embassy St	64	65	1	65	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R16	SFH	B(67)	1	27262 Embassy St	63	64	1	64	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R17	SFH	B(67)	1	27270 Embassy St	63	64	1	64	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R18	SFH	B(67)	1	27284 Embassy St	63	64	1	64	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R19	SFH	B(67)	1	27300 Embassy St	63	64	1	64	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R20	SFH	B(67)	1	27312 Embassy St	63	64	1	64	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R21	SFH	B(67)	1	27324 Embassy St	63	64	1	64	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R22	SFH	B(67)	1	27338 Embassy St	63	65	2	64	1	-1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R23	SFH	B(67)	1	27352 Embassy St	64	65	1	65	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R24	SFH	B(67)	1	27360 Embassy St	63	64	1	64	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R25	SFH	B(67)	1	26990 Chambers Ave	61	62	1	62	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R26	SFH	B(67)	1	26972 Chambers Ave	58	59	1	59	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R27	SFH	B(67)	1	26954 Chambers Ave	58	59	1	59	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R28	SFH	B(67)	1	26936 Chambers Ave	57	57	0	58	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R29	SFH	B(67)	1	26918 Chambers Ave	57	57	0	58	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R30	SFH	B(67)	1	26900 Chambers Ave	53	54	1	54	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R31	SFH	B(67)	1	26882 Chambers Ave	55	56	1	56	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R32	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	54	54	0	54	0	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R33	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	54	55	1	55	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R34	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	54	55	1	55	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R35	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	55	56	1	56	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R36	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	55	56	1	56	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R37	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	55	56	1	56	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R38	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	60	61	1	61	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R39	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	61	63	2	62	1	-1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R40	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	64	67	3	65	1	-2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R41	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	64	67	3	64	0	-3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R42	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	60	66	6	61	1	-5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R43	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	59	66	7	60	1	-6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R44	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	58	66	8	59	1	-7	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R45	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	58	65	7	59	1	-6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R46	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	60	67	7	61	1	-6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R47	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	54	59	5	55	1	-4	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R48	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	59	67	8	60	1	-7	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–

Receptor I.D.	Land Use	Noise Abatement category (NAC)	Number of Dwelling Units	Address	Modeled Existing Year 2021 Noise Level Leq, dBA	Modeled Future No-Build Year 2048 Noise Level Leq, dBA	Existing to Future No Build Year Project Noise Increase	Modeled Future Build Year 2048 Noise Level Leq, dBA	Existing to Future Build Year Project Noise Increase	Future No Build to Future Build Year Project Noise Increase	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																		Approach or Exceed NAC?	Barrier Feasible (5 dB I.L.)	Barrier meets Caltrans Acoustical Design Goal (7 dB I.L.)
											6 feet			8 feet			10 feet			12 feet			14 feet			16 feet					
											Leq	I.L.	NBR	Leq	I.L.	NBR	Leq	I.L.	NBR	Leq	I.L.	NBR	Leq	I.L.	NBR	Leq	I.L.	NBR			
R49	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	59	67	8	60	1	-7	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R50	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	60	66	6	61	1	-5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R51	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	59	64	5	60	1	-4	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R52	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	64	66	2	65	1	-1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R53	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	62	65	3	63	1	-2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R54	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	63	65	2	64	1	-1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R55	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	60	62	2	61	1	-1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R56	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	63	65	2	64	1	-1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R57	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	61	63	2	62	1	-1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R58	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	61	62	1	62	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R59	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	61	63	2	62	1	-1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R60	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	61	62	1	62	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R61	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	64	65	1	65	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R62	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	61	62	1	62	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R63	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	60	61	1	61	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R64	EDC (Church)	D(52)	0	27755 Bradley Rd	68	69	1	69	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R65	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	59	60	1	60	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R66	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	58	59	1	59	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R67	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	56	57	1	57	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R68	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	54	55	1	55	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R69	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	55	56	1	57	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R70	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	57	58	1	58	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R71	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	59	60	1	61	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R72	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	60	61	1	62	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R73	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	59	60	1	60	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R74	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	59	61	2	61	2	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R75	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	60	61	1	61	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R76	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	57	58	1	58	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R77	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	57	58	1	58	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R78	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	57	58	1	58	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R79	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	56	57	1	57	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R80	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	56	57	1	57	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R81	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	56	57	1	57	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R82	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	56	57	1	57	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R83	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	55	56	1	57	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R84	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	55	56	1	57	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R85	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	55	56	1	57	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R86	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	50	53	3	53	3	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R87	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	51	53	2	53	2	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R88	EDC (Mobile Home)	B(67)	1	27601 Sun City Blvd	51	54	3	54	3	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R89	SFH	B(67)	1	27485 Sun City Blvd	54	55	1	55	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R90	SFH	B(67)	1	27475 Sun City Blvd	55	56	1	56	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R91	EDC (McDonald's)	E(72)	0	28000 Bradley Rd	69	70	1	70	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R92	EDC (Church)	D(52)	0	28125 Bradley Rd	70	71	1	71	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–
R93	Senior Living	B(67)	210	28500 Bradley Rd	60	61	1	61	1	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	N	–	–

MFH – Multi family housing
SFH – Single family home
EDC – Economic Development Corridor

Appendix F USFWS, CNDDB, and CNPS Species Lists

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901

In Reply Refer To: 05/27/2025 20:12:33 UTC
Project Code: 2025-0101977
Project Name: I-215/McCall Boulevard Interchange Improvement Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A biological assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a biological assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a biological assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found at the Fish and Wildlife Service's Endangered Species Consultation website at:

https://www.fws.gov/service/esa-section-7-consultation

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
(760) 431-9440

PROJECT SUMMARY

Project Code: 2025-0101977
Project Name: I-215/McCall Boulevard Interchange Improvement Project
Project Type: Road/Hwy - Maintenance/Modification
Project Description: I-215/McCall Boulevard Interchange Improvement Project
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@33.7149068,-117.18736681295387,14z



Counties: Riverside County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 17 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
San Bernardino Merriam's Kangaroo Rat *Dipodomys merriami parvus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2060	Endangered
Stephens' Kangaroo Rat *Dipodomys stephensi (incl. D. cascus)* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3495	Threatened

BIRDS

NAME	STATUS
Coastal California Gnatcatcher *Polioptila californica californica* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8178	Threatened
Least Bell's Vireo *Vireo bellii pusillus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5945	Endangered

REPTILES

NAME	STATUS
Southwestern Pond Turtle *Actinemys pallida* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4768	Proposed Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Quino Checkerspot Butterfly *Euphydryas editha quino (=E. e. wrighti)* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5900	Endangered

CRUSTACEANS

NAME	STATUS
Riverside Fairy Shrimp *Streptocephalus woottoni* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8148	Endangered
Vernal Pool Fairy Shrimp *Branchinecta lynchi*	Threatened

NAME STATUS

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/498

FLOWERING PLANTS

NAME STATUS

California Orcutt Grass *Orcuttia californica* Endangered
No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/4923

Munz's Onion *Allium munzii* Endangered
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/2951

Nevin's Barberry *Berberis nevinii* Endangered
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/8025

San Diego Ambrosia *Ambrosia pumila* Endangered
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/8287

San Jacinto Valley Crownscale *Atriplex coronata var. notatior* Endangered
There is **final** critical habitat for this species. However, no *actual* acres or miles were designated due to exemptions or exclusions. See Federal Register publication for details.
Species profile: https://ecos.fws.gov/ecp/species/4353

Slender-horned Spineflower *Dodecahema leptoceras* Endangered
No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/4007

Spreading Navarretia *Navarretia fossalis* Threatened
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/1334

Thread-leaved Brodiaea *Brodiaea filifolia* Threatened
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/6087

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: Menifee city
Name: Zachary Liptak
Address: 110 Blue Ravine Road
Address Line 2: Suite 200
City: Folsom
State: CA
Zip: 95630
Email zliptak@dokkenengineering.com
Phone: 9168580642

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Perris (3311772) OR Lakeview (3311771) OR Steele Peak (3311773) OR Lake Elsinore (3311763) OR Romoland (3311762) OR Winchester (3311761))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
American badger *Taxidea taxus*	AMAJF04010	None	None	G5	S3	SSC
American bumble bee *Bombus pensylvanicus*	IIHYM24260	None	None	G3G4	S2	
bald eagle *Haliaeetus leucocephalus*	ABNKC10010	Delisted	Endangered	G5	S3	FP
Bell's sparrow *Artemisiospiza belli belli*	ABPBX97021	None	None	G5T2T3	S3	WL
burrowing owl *Athene cunicularia*	ABNSB10010	None	Candidate Endangered	G4	S2	SSC
California glossy snake *Arizona elegans occidentalis*	ARADB01017	None	None	G5T2	S2	SSC
California horned lark *Eremophila alpestris actia*	ABPAT02011	None	None	G5T4Q	S4	WL
California Orcutt grass *Orcuttia californica*	PMPOA4G010	Endangered	Endangered	G1	S1	1B.1
California screw moss *Tortula californica*	NBMUS7L090	None	None	G2G3	S2?	1B.2
chaparral sand-verbena *Abronia villosa var. aurita*	PDNYC010P1	None	None	G5T2?	S2	1B.1
coast horned lizard *Phrynosoma blainvillii*	ARACF12100	None	None	G4	S4	SSC
coast patch-nosed snake *Salvadora hexalepis virgultea*	ARADB30033	None	None	G5T4	S3	SSC
coastal cactus wren *Campylorhynchus brunneicapillus sandiegensis*	ABPBG02095	None	None	G5T3Q	S2	SSC
coastal California gnatcatcher *Polioptila californica californica*	ABPBJ08081	Threatened	None	G4G5T3Q	S2	SSC
coastal whiptail *Aspidoscelis tigris stejnegeri*	ARACJ02143	None	None	G5T5	S3	SSC
Cooper's hawk *Accipiter cooperii*	ABNKC12040	None	None	G5	S4	WL
Coulter's goldfields *Lasthenia glabrata ssp. coulteri*	PDAST5L0A1	None	None	G4T2	S2	1B.1
Crotch's bumble bee *Bombus crotchii*	IIHYM24480	None	Candidate Endangered	G2	S2	
Davidson's saltscale *Atriplex serenana var. davidsonii*	PDCHE041T1	None	None	G5T1	S1	1B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Dulzura pocket mouse *Chaetodipus californicus femoralis*	AMAFD05021	None	None	G5T3	S3	
ferruginous hawk *Buteo regalis*	ABNKC19120	None	None	G4	S3S4	WL
golden eagle *Aquila chrysaetos*	ABNKC22010	None	None	G5	S3	FP
Icenogle's socalchemmis spider *Socalchemmis icenoglei*	ILARAU7020	None	None	G1	S1	
intermediate mariposa-lily *Calochortus weedii var. intermedius*	PMLIL0D1J1	None	None	G3G4T3	S3	1B.2
Jaeger's milk-vetch *Astragalus pachypus var. jaegeri*	PDFAB0F6G1	None	None	G4T1	S1	1B.1
least Bell's vireo *Vireo bellii pusillus*	ABPBW01114	Endangered	Endangered	G5T2	S3	
little mousetail *Myosurus minimus ssp. apus*	PDRAN0H031	None	None	G5T2Q	S2	3.1
loggerhead shrike *Lanius ludovicianus*	ABPBR01030	None	None	G4	S4	SSC
long-eared owl *Asio otus*	ABNSB13010	None	None	G5	S3?	SSC
long-spined spineflower *Chorizanthe polygonoides var. longispina*	PDPGN040K1	None	None	G5T3	S3	1B.2
Los Angeles pocket mouse *Perognathus longimembris brevinasus*	AMAFD01041	None	None	G5T2	S1S2	SSC
many-stemmed dudleya *Dudleya multicaulis*	PDCRA040H0	None	None	G2	S2	1B.2
mud nama *Nama stenocarpa*	PDHYD0A0H0	None	None	G4G5	S1S2	2B.2
Munz's onion *Allium munzii*	PMLIL022Z0	Endangered	Threatened	G1	S1	1B.1
northern harrier *Circus hudsonius*	ABNKC11011	None	None	G5	S3	SSC
northwestern San Diego pocket mouse *Chaetodipus fallax fallax*	AMAFD05031	None	None	G5T3T4	S3S4	
orange-throated whiptail *Aspidoscelis hyperythra*	ARACJ02060	None	None	G5	S2S3	WL
Palmer's grapplinghook *Harpagonella palmeri*	PDBOR0H010	None	None	G4	S3	4.2
Parish's brittlescale *Atriplex parishii*	PDCHE041D0	None	None	G1G2	S1	1B.1
Parry's spineflower *Chorizanthe parryi var. parryi*	PDPGN040J2	None	None	G3T2	S2	1B.1

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Payson's jewelflower *Caulanthus simulans*	PDBRA0M0H0	None	None	G4	S4	4.2
Plummer's mariposa-lily *Calochortus plummerae*	PMLIL0D150	None	None	G4	S4	4.2
pocketed free-tailed bat *Nyctinomops femorosaccus*	AMACD04010	None	None	G5	S3	SSC
quino checkerspot butterfly *Euphydryas editha quino*	IILEPK405L	Endangered	None	G4G5T1T2	S1S2	
red-diamond rattlesnake *Crotalus ruber*	ARADE02090	None	None	G4	S3	SSC
Riverside fairy shrimp *Streptocephalus woottoni*	ICBRA07010	Endangered	None	G1G2	S2	
Robinson's pepper-grass *Lepidium virginicum var. robinsonii*	PDBRA1M114	None	None	G5T3	S3	4.3
salt spring checkerbloom *Sidalcea neomexicana*	PDMAL110J0	None	None	G4	S2	2B.2
San Bernardino kangaroo rat *Dipodomys merriami parvus*	AMAFD03143	Endangered	Endangered	G5T1	S1	SSC
San Bernardino ringneck snake *Diadophis punctatus modestus*	ARADB10015	None	None	G5T2T3	S2?	
San Diego ambrosia *Ambrosia pumila*	PDAST0C0M0	Endangered	None	G1	S1	1B.1
San Diego banded gecko *Coleonyx variegatus abbotti*	ARACD01031	None	None	G5T5	S1S2	SSC
San Diego black-tailed jackrabbit *Lepus californicus bennettii*	AMAEB03051	None	None	G5T3T4	S3S4	
San Diego desert woodrat *Neotoma lepida intermedia*	AMAFF08041	None	None	G5T3T4	S3S4	SSC
San Jacinto Valley crownscale *Atriplex coronata var. notatior*	PDCHE040C2	Endangered	None	G4T1	S1	1B.1
senile tiger beetle *Cicindela senilis frosti*	IICOL02121	None	None	G2G3T1T3	S1	
slender-horned spineflower *Dodecahema leptoceras*	PDPGN0V010	Endangered	Endangered	G1	S1	1B.1
smooth tarplant *Centromadia pungens ssp. laevis*	PDAST4R0R4	None	None	G3G4T2	S2	1B.1
Southern California legless lizard *Anniella stebbinsi*	ARACC01060	None	None	G3	S3	SSC
southern California rufous-crowned sparrow *Aimophila ruficeps canescens*	ABPBX91091	None	None	G5T3	S4	WL
Southern Coast Live Oak Riparian Forest *Southern Coast Live Oak Riparian Forest*	CTT61310CA	None	None	G4	S4	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Southern Cottonwood Willow Riparian Forest *Southern Cottonwood Willow Riparian Forest*	CTT61330CA	None	None	G3	S3.2	
southern grasshopper mouse *Onychomys torridus ramona*	AMAFF06022	None	None	G5T3	S3	SSC
Southern Riparian Scrub *Southern Riparian Scrub*	CTT63300CA	None	None	G3	S3.2	
Southern Sycamore Alder Riparian Woodland *Southern Sycamore Alder Riparian Woodland*	CTT62400CA	None	None	G4	S4	
southwestern pond turtle *Actinemys pallida*	ARAAD02032	Proposed Threatened	None	G2G3	SNR	SSC
spreading navarretia *Navarretia fossalis*	PDPLM0C080	Threatened	None	G2	S2	1B.1
Stephens' kangaroo rat *Dipodomys stephensi*	AMAFD03100	Threatened	Threatened	G2	S3	
thread-leaved brodiaea *Brodiaea filifolia*	PMLIL0C050	Threatened	Endangered	G2	S2	1B.1
tricolored blackbird *Agelaius tricolor*	ABPBXB0020	None	Threatened	G1G2	S2	SSC
vernal pool fairy shrimp *Branchinecta lynchi*	ICBRA03030	Threatened	None	G3	S3	
western mastiff bat *Eumops perotis californicus*	AMACD02011	None	None	G4G5T4	S3S4	SSC
western snowy plover *Charadrius nivosus nivosus*	ABNNB03031	Threatened	None	G3T3	S3	SSC
western spadefoot *Spea hammondii*	AAABF02020	Proposed Threatened	None	G2G3	S3S4	SSC
western yellow bat *Lasiurus xanthinus*	AMACC05070	None	None	G4G5	S3	SSC
white cuckoo bee *Neolarra alba*	IIHYM81010	None	None	GH	SH	
white-faced ibis *Plegadis chihi*	ABNGE02020	None	None	G5	S3S4	WL
white-tailed kite *Elanus leucurus*	ABNKC06010	None	None	G5	S3S4	FP
woven-spored lichen *Texosporium sancti-jacobi*	NLTEST7980	None	None	G3	S2	3
Wright's trichocoronis *Trichocoronis wrightii var. wrightii*	PDAST9F031	None	None	G4T3	S1	2B.1
yellow warbler *Setophaga petechia*	ABPBX03010	None	None	G5	S3	SSC
yellow-breasted chat *Icteria virens*	ABPBX24010	None	None	G5	S4	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
yellow-headed blackbird *Xanthocephalus xanthocephalus*	ABPBXB3010	None	None	G5	S3	SSC

Record Count: 83

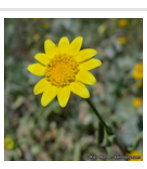
CALIFORNIA NATIVE PLANT SOCIETY

CNPS Rare Plant Inventory

Search Results

38 matches found. Click on scientific name for details

Search Criteria: Quad is one of [**3311772:3311771:3311773:3311763:3311762:3311761**]

▲ COMMON NAME	SCIENTIFIC NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED	PHOTO
Buxbaum's sedge	*Carex buxbaumii*	Cyperaceae	perennial rhizomatous herb	Mar-Aug	None	None	G5	S3	4.2		2001-01-01	 © 2008 Dean Wm. Taylor, Ph.D.
California Orcutt grass	*Orcuttia californica*	Poaceae	annual herb	Apr-Aug	FE	CE	G1	S1	1B.1		1974-01-01	No Photo Available
California screw moss	*Tortula californica*	Pottiaceae	moss		None	None	G2G3	S2?	1B.2	Yes	2001-01-01	No Photo Available
chaparral sand-verbena	*Abronia villosa* var. *aurita*	Nyctaginaceae	annual herb	(Jan)Mar-Sep	None	None	G5T2?	S2	1B.1		2001-01-01	 © 2011 Aaron E. Sims
Coulter's goldfields	*Lasthenia glabrata* ssp. *coulteri*	Asteraceae	annual herb	Feb-Jun	None	None	G4T2	S2	1B.1		1994-01-01	 © 2013 Keir Morse
Coulter's matilija poppy	*Romneya coulteri*	Papaveraceae	perennial rhizomatous herb	Mar-Jul(Aug)	None	None	G4	S4	4.2		1974-01-01	No Photo Available
Davidson's saltscale	*Atriplex serenana* var. *davidsonii*	Chenopodiaceae	annual herb	Apr-Oct	None	None	G5T1	S1	1B.2		1994-01-01	No Photo Available
Engelmann oak	*Quercus engelmannii*	Fagaceae	perennial deciduous tree	Mar-Jun	None	None	G3	S3	4.2		1988-01-01	No Photo Available
intermediate mariposa-lily	*Calochortus weedii* var. *intermedius*	Liliaceae	perennial bulbiferous herb	May-Jul	None	None	G3G4T3	S3	1B.2	Yes	1994-01-01	No Photo Available

Jaeger's milk-vetch	*Astragalus pachypus* var. *jaegeri*	Fabaceae	perennial shrub	Dec-Jun	None	None	G4T1	S1	1B.1	Yes	1994-01-01	No Photo Available
little mousetail	*Myosurus minimus* ssp. *apus*	Ranunculaceae	annual herb	Mar-Jun	None	None	G5T2Q	S2	3.1		1980-01-01	No Photo Available
long-spined spineflower	*Chorizanthe polygonoides* var. *longispina*	Polygonaceae	annual herb	Apr-Jul	None	None	G5T3	S3	1B.2		1994-01-01	No Photo Available
many-stemmed dudleya	*Dudleya multicaulis*	Crassulaceae	perennial herb	Apr-Jul	None	None	G2	S2	1B.2	Yes	1974-01-01	No Photo Available
mud nama	*Nama stenocarpa*	Namaceae	annual/perennial herb	Jan-Jul	None	None	G4G5	S1S2	2B.2		1994-01-01	No Photo Available
Munz's onion	*Allium munzii*	Alliaceae	perennial bulbiferous herb	Mar-May	FE	CT	G1	S1	1B.1	Yes	1980-01-01	 © 2003 Guy Bruyea
Palmer's grapplinghook	*Harpagonella palmeri*	Boraginaceae	annual herb	Mar-May	None	None	G4	S3	4.2		1980-01-01	 © 2015 Keir Morse
paniculate tarplant	*Deinandra paniculata*	Asteraceae	annual herb	(Mar)Apr-Nov	None	None	G4	S4	4.2		2001-01-01	No Photo Available
Parish's brittlescale	*Atriplex parishii*	Chenopodiaceae	annual herb	Jun-Oct	None	None	G1G2	S1	1B.1		1988-01-01	No Photo Available
Parry's spineflower	*Chorizanthe parryi* var. *parryi*	Polygonaceae	annual herb	Apr-Jun	None	None	G3T2	S2	1B.1	Yes	1994-01-01	 © 2012 Keir Morse
Payson's jewelflower	*Caulanthus simulans*	Brassicaceae	annual herb	(Feb)Mar-May(Jun)	None	None	G4	S4	4.2	Yes	1974-01-01	No Photo Available
Peninsular spineflower	*Chorizanthe leptotheca*	Polygonaceae	annual herb	May-Aug	None	None	G3	S3	4.2		1994-01-01	No Photo Available
Plummer's mariposa-lily	*Calochortus plummerae*	Liliaceae	perennial bulbiferous herb	May-Jul	None	None	G4	S4	4.2	Yes	1994-01-01	No Photo Available
Rainbow manzanita	*Arctostaphylos rainbowensis*	Ericaceae	perennial evergreen shrub	Dec-Mar	None	None	G2	S2	1B.1	Yes	1994-01-01	No Photo Available

Robinson's pepper-grass	*Lepidium virginicum* var. *robinsonii*	Brassicaceae	annual herb	Jan-Jul	None	None	G5T3	S3	4.3		1994-01-01	 © 2015 Keir Morse
salt spring checkerbloom	*Sidalcea neomexicana*	Malvaceae	perennial herb	Mar-Jun	None	None	G4	S2	2B.2		1994-01-01	No Photo Available
San Diego ambrosia	*Ambrosia pumila*	Asteraceae	perennial rhizomatous herb	Apr-Oct	FE	None	G1	S1	1B.1		1974-01-01	 © 2010 Benjamin Smith
San Diego County viguiera	*Bahiopsis laciniata*	Asteraceae	perennial shrub	Feb-Jun(Aug)	None	None	G4	S4	4.3		1974-01-01	No Photo Available
San Jacinto Valley crownscale	*Atriplex coronata* var. *notatior*	Chenopodiaceae	annual herb	Apr-Aug	FE	None	G4T1	S1	1B.1	Yes	1988-01-01	 © 2008 Larry Sward
slender-horned spineflower	*Dodecahema leptoceras*	Polygonaceae	annual herb	Apr-Jun	FE	CE	G1	S1	1B.1	Yes	1980-01-01	No Photo Available
small-flowered microseris	*Microseris douglasii* ssp. *platycarpha*	Asteraceae	annual herb	Mar-May	None	None	G4T4	S4	4.2		2001-01-01	 © 2015 Richard Spellenberg
small-flowered morning-glory	*Convolvulus simulans*	Convolvulaceae	annual herb	Mar-Jul	None	None	G4	S4	4.2		1994-01-01	No Photo Available
smooth tarplant	*Centromadia pungens* ssp. *laevis*	Asteraceae	annual herb	Apr-Sep	None	None	G3G4T2	S2	1B.1	Yes	1994-01-01	No Photo Available
Southern California black walnut	*Juglans californica*	Juglandaceae	perennial deciduous tree	Mar-Aug	None	None	G4	S4	4.2	Yes	1994-01-01	 © 2020 Zoya Akulova
spreading navarretia	*Navarretia fossalis*	Polemoniaceae	annual herb	Apr-Jun	FT	None	G2	S2	1B.1		1980-01-01	No Photo Available
thread-leaved brodiaea	*Brodiaea filifolia*	Themidaceae	perennial bulbiferous herb	Mar-Jun	FT	CE	G2	S2	1B.1	Yes	1974-01-01	 © 2016 Keir Morse
vernal barley	*Hordeum intercedens*	Poaceae	annual herb	Mar-Jun	None	None	G3G4	S3S4	3.2		1994-01-01	No Photo Available

woven-spored lichen	*Texosporium sancti-jacobi*	Caliciaceae	crustose lichen (terricolous)		None	None	G3	S2	3	2014-03-01	 ©2021 Scot Loring
Wright's trichocoronis	*Trichocoronis wrightii* var. *wrightii*	Asteraceae	annual herb	May-Sep	None	None	G4T3	S1	2B.1	1988-01-01	No Photo Available

Showing 1 to 38 of 38 entries

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2024. Rare Plant Inventory (online edition, v9.5). Website https://www.rareplants.cnps.org [accessed 6 November 2024].

Appendix G List of Acronyms and Abbreviations

ADA	Americans with Disabilities Act
ADL	Aerially Deposited Lead
ADT	Average Daily Traffic
APE	Area of Potential Effects
ARB	California Air Resources Board
BMPs	Best Management Practices
BSA	Biological Study Area
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CH_4	methane
CHP	California Highway Patrol
City	City of Palm Desert
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
County	Riverside County
COZEEP	Construction Zone Enhanced Enforcement Program
CTP	California Transportation Plan
CVAG	Coachella Valley Association of Governments
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CWA	Clean Water Act
dBA	A-weighted decibels
DSA	Disturbed Soil Area
EA	Environmental Assessment
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmentally Sensitive Areas
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
H_2S	Hydrogen Sulfide
HEI	Health Effects Institute

HRA	Health Risk Assessment
I-215	Interstate 215
ISA	Initial Site Assessment
LEDPA	Least Environmentally Damaging Practicable Alternative
LOS	level of service
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
mph	miles per hour
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics
MS4	Municipal Separate Storm Sewer System
MVP	Maintenance Vehicle Pullout
MVSWC	Mid-Valley Stormwater Channel
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHMLA	Natural History Museum of Los Angeles County
NHPA	National Historic Preservation Act
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NNL	National Natural Landmarks
NO_x	Nitrogen Oxides
NO_2	nitrogen dioxide
N_2O	nitrous oxide
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
O_3	ozone
PA	Programmatic Agreement
PAC	Public Awareness Campaign
Pb	lead
PB	Proposed Barrier
PCB	Polychlorinated Biphenyl
PM	Post Mile
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
PRC	Public Resources Code
RAP	Relocation Assistance Program
RCRA	Resource Conservation and Recovery Act
RCTC	Riverside County Transportation Commission
RSA	Resources Study Area
RTIP	Regional Transportation Improvement Program
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SBCM	San Bernardino County Museum
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SF_6	sulfur hexafluoride

SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO_x	Sulfur Oxides
SO_2	sulfur dioxide
SPI	Single Point Interchange
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TASAS	Traffic Accident Surveillance and Analysis System
TDM	Transportation Demand Management
TPZ	Timber Production Zone
TMDL	Total Maximum Daily Load
TSM	Transportation System Management
UPRR	Union Pacific Railroad
USC	United States Code
USACE	United States Army Corps of Engineers
USDOT	United States Department of Transportation
USFWS	United State Fish and Wildlife Service
WDR	Waste Discharge Requirements
WPCP	Water Pollution Control Program
WRCC	Western Regional Climate Center
VHT	Vehicle Hours Traveled
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled

Appendix H List of Technical Studies

Aerially Deposited Lead Testing Results, January 2022

Air Quality Report, April 2025

Archaeological Survey Report, March 2023

Hazardous Waste Initial Site Assessment, September 2021

Hazardous Waste Initial Site Assessment Addendum, November 2024

Historic Property Survey Report, March 2023

Induced Travel Study, October 2022

Natural Environment Study – Minimal Impacts, February 2023

Noise Study Report, March 2024

Paleontological Identification Report/ Paleontological Evaluation Report, October 2022

Right of Way Data Sheets, June 2023

Supplemental Information for the I-215/ McCall Boulevard Interchange Project GHG Assessment, November 2024

Traffic Operations Analysis Report, September 2022

Visual Impact Assessment, November 2021

Water Quality Assessment Report, February 2023

Appendix I Notice of Preparation

NOTICE OF PREPARATION

Interstate 215/McCall Boulevard Interchange Improvements Project
Availability of Notice of Preparation of an Environmental Impact Report (EIR)

Date: March 29, 2024

To: Public Agencies and Interested Parties

From: California Department of Transportation

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Interstate 215/McCall Boulevard Interchange Improvements Project

In discharging its duties under Section 15021 of the California Environmental Quality Act (CEQA) Guidelines, the California Department of Transportation (Caltrans), in coordination with the City of Menifee (City), will prepare a Draft Environmental Impact Report (EIR), compliant with Section 15161 of the State CEQA Guidelines (Division 6 of Chapter 3 of Title 14 of the California Code of Regulations, hereinafter the "CEQA Guidelines"), for the Interstate 215/McCall Boulevard Interchange Improvements Project (also known as "the Project"). In accordance with Section 15082 of the State CEQA Guidelines, Caltrans has prepared this Notice of Preparation (NOP) to provide the Office of Planning and Research (OPR), responsible and trustee agencies, and other interested parties with sufficient information describing the Project and its potential environmental effects.

The NOP will be circulated for a 33-day public review and comment period that begins on March 29, 2024, and ends on May 1, 2024, at 5:00 pm. Caltrans welcomes public input during the review period. If Caltrans has not received either a response or a well-justified request for additional time by a responsible agency or OPR by the end of the review period, Caltrans may presume the responsible agency has no response (CEQA Guidelines Section 15082(b)(2)).

Please provide any written comments that you would like Caltrans to consider, along with the name of the appropriate contact person in your agency, to either of the contacts shown below.

Carlos Geronimo
Principal Engineer
City of Menifee
29844 Haun Road
Menifee, CA 92586

Malisa Lieng
Senior Environmental Planner
California Department of Transportation
464 W 4th St, MS 823
San Bernardino, CA 92401

Comments may also be submitted via email to Carlos Geronimo at cgeronimo@cityofmenifee.us or Malisa Lieng or Teresa Howard at I-215McCallProject@dot.ca.gov. **All comments must be**

received no later than May 1, 2024, at 5:00 p.m. For more information, please visit the Project website at:

https://cityofmenifee.us/325/Environmental-Notices-Documents
https://dot.ca.gov/caltrans-near-me/district-8/district-8-news

PUBLIC MEETING

A public scoping meeting is scheduled during the minimum 30-day public scoping period, which began with the release of this Notice of Preparation. The public scoping meeting is meant to provide an opportunity for public comment, identify public and agency concerns, and define issues that need to be examined in the Environmental Impact Report. No decision(s) will be made on the project itself.

Meeting Details:

When: Tuesday, April 30, 2024, from 5:00 p.m. to 7:00 p.m.
Where: City Council Chambers, 29844 Haun Road, Menifee, CA 92586

PROJECT LOCATION

The Project limits on Interstate 215 (I-215) begins at approximately Post Mile 20.1 and extends along I-215 to approximately Post Mile 21.5. The Project also extends along McCall Boulevard from Encanto Drive to Bradley Road. (See Figures 1 and 2 attached).

PROJECT PURPOSE AND NEED

Currently, McCall Boulevard contains geometric deficiencies, is anticipated to result in operational breakdown in the future, which will result in transit delays, and contains a gap in pedestrian/bike/NEV connectivity. Additionally, queuing onto I-215 results in the number of accidents along the ramps being higher than the Statewide average. The purpose and need of the Project are to increase storage capacity of the I-215 off-ramps, improve existing interchange geometry to bring to current standards, provide continuous facilities for pedestrian, NEV and bicycle traffic, reduce future transit delays, improve goods movement along McCall Boulevard, and increase equity by improving commute time and emergency response time.

PROJECT DESCRIPTION

The California Department of Transportation (Caltrans), in cooperation with the City of Menifee (City), proposes to construct the Project. The Project includes the widening of McCall Boulevard and the existing structure over I-215, adding a bike/Neighborhood Electric Vehicle (NEV) lane on both sides of the road/bridge, adding sidewalk on the north side of the road/bridge, modifying the associated on- and off-ramps, and improving the nearby intersections of McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive in the City of Menifee, California. The existing Type L-1 Tight Diamond interchange configuration would not be modified. Caltrans is the lead agency under CEQA.

The following two alternatives are being studied in the EIR for this project:

- No-Build Alternative is Alternative 1.
- Build Alternative is Alternative 2 – Type L-1 Tight Diamond.

Alternative 1: No Build

The "No Build" Alternative is considered the base case scenario and proposes that no improvements be implemented on the mainline facility and the existing overcrossing would not be widened. Without the project, the existing geometric deficiencies would not be corrected, conditions would continue to worsen with increased traffic volumes, and the queuing onto the mainline would continue to increase collision rates. In the No Build scenario, there would be an increase in congestion, specifically focused on the McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive intersections, and level-of-service in the region would continue to deteriorate, which would result in the operational breakdown of both McCall Boulevard and I-215. The gap in pedestrian/bike/NEV connectivity and delays with public transit would continue to hamper the community's use of alternative modes of transportation.

Alternative 2: Build Alternative

The proposed project improvements include widening McCall Boulevard, the I-215 overcrossing, and the I-215 ramps. The existing Type L-1 Tight Diamond interchange configuration would not be modified. Additional improvements include signal modifications at the proposed northbound and southbound ramps intersections, the Bradley Road intersection, and the Encanto Drive intersection.

McCall Boulevard would be widened from two to three lanes in each direction from Sun City Boulevard to approximately 700 feet east of the Encanto Drive. The six through lanes would continue east where the ultimate facility is a six-lane Urban Arterial road. In the westbound direction, two lanes would be added/dropped at the Bradley Road intersection to match the four-lane facility west of the interchange in accordance with the City's General Plan designation, which is a 4-lane Major road.

The I-215/McCall Boulevard bridge overcrossing would be widened to include two left turn lanes, with a painted median to provide shared storage for both directions of travel along McCall Boulevard. The widening would also include a bike/Neighborhood Electric Vehicle (NEV) lane and sidewalks on both sides of the road/bridge and sidewalks on the north side of the road/bridge, which would extend along McCall Boulevard to the Encanto Drive and Bradley Road intersections to connect with existing and future planned bike/NEV and pedestrian facilities. These proposed facilities are anticipated to connect to future projects that will provide Class II bicycles lanes along the roadway delineated by pavement striping and signage dedicated for bicycle travel along McCall Boulevard from Valley Boulevard in the west to Briggs Road in the east, consistent with the City General Plan.

A 1,500-foot deceleration lane would be constructed at the I-215 northbound off-ramp to improve operation of the I-215 mainline. The I-215 northbound and southbound on-ramps would be reconstructed and widened from one to two lanes with ramp metering to allow for additional storage and reduce backspill onto McCall Boulevard. The I-215 northbound and southbound off-ramps would be partially reconstructed to provide four turn lanes to allow for additional storage

and reduce backspill onto I-215. All existing ramp skew angles and curb returns at McCall Boulevard would be realigned and improved to meet Caltrans' design standards to improve safety and accommodate the turn movements of Surface Transportation Assistance Act (STAA) trucks. The McCall Boulevard intersection improvements at Bradley Road and Encanto Drive include additional turn-lanes and standard pedestrian facilities such as two curb ramps and median pedestrian refuge islands. Landscaping features may be included as part of the project in the interchange.

During construction, temporary closures of the on-ramps and off-ramps may be necessary during construction; however, the improvements are largely located near the intersections and would be staged to minimize disruptions. The bridge overcrossing will be widened to north to allow for construction to be staged and ensure the existing four lane bridge would continue to be utilized by vehicles during construction. No closures of McCall Boulevard over I-215 are anticipated. Similarly, the local roadway improvements along McCall Boulevard, Encanto Drive, and Bradley Road would be staged to minimize disruptions and require minimal closures during construction.

The Build Alternative would impact areas in all four interchange quadrants and additional right of way may be required to accommodate the proposed improvements. Due to the new widening, the Build Alternative would temporarily impact businesses and commercial developments along both sides of McCall Boulevard from Sun City Boulevard to Encanto Drive during construction and may require some sliver right-of-way acquisitions; however, no substantial or negative economic impact to businesses is anticipated.

The improvements associated with the widening of McCall Boulevard would also require utility relocations. While the majority of the utilities within the project area are underground, there may be impacts to some utility poles and above ground boxes/vaults due to the widening improvements. Any existing utilities within the project area requiring relocation would be coordinated with the owner and operator of the utility.

Drainage in the project area is collected by various storm drain facilities and conveyed to the Sun City Channel, a regional flood control facility operated and maintained by the Riverside County Flood Control and Water Conservation District. The Sun City Channel, which is located between Encanto Drive and I-215, conveys flows from east to west and traverses under I-215 via a reinforced concrete box (RCB) culvert, which is currently at capacity and has a history of flooding in the Avila Apartment Homes community. Since the interchange project is anticipated to increase the impervious surfaces in the area, the project may attenuate additional runoff tributary to the Sun City Channel/RCB through the use of detention/retention basins within the interchange.

Other project activities needed to support the design of the project include potholing and geotechnical investigations within the existing roadway and proposed improvement locations.

REQUIRED APPROVALS

Approvals for the Project include, but are not limited to the following:

- Construction General Permit Compliance (Clean Water Act Section 402)
- Section 106 of the National Historic Preservation Act
- Assembly Bill 52 Native American Tribal Coordination
- Right of Way

POTENTIAL ENVIRONMENTAL EFFECTS

As required by CEQA, the EIR will describe existing conditions and evaluate the potential environmental effects of the Project and a reasonable range of alternatives, including the No-Build alternative. It will address direct, indirect, and cumulative effects. The EIR will identify feasible mitigation measures, if available, to reduce significant and potentially significant impacts. The following environmental topic areas are preliminarily anticipated to be evaluated in the EIR:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Climate Change
- Community Impacts
- Cultural Resources
- Cumulative Impacts
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Growth
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Visual
- Wildfire

At this time, Transportation related impacts are the only anticipated potentially significant environmental effects due to the project increasing capacity along McCall Boulevard; therefore, the Build Alternative is anticipated to result in an increase of Vehicle Miles Traveled (VMT). Any other alternatives would also result in an identical increase of VMT due to increasing capacity along McCall Boulevard, and for this reason, the Build Alternative is the only alternative being evaluated in the CEQA environmental process.

Appendix J References

California Air Resources Board. 2025. *Ambient Air Quality Standards,* http://www.arb.ca.gov/research/aaqs/aaqs2.pdf.

California Air Resources Board, 2025 (accessed), iADAM: Air Quality Data Statistics, Perris Monitoring Site, http://www.arb.ca.gov/adam/index.html

California Department of Conservation, Division of Mines and Geology. 2000. *A General Location Guide for Ultra Mafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos* ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/ofr_2000-019.pdf

California Department of Transportation. 2003. Construction Site Best Management Practices (BMPs) Manual.

California Department of Transportation. 2013. Technical Noise Supplement. September. Sacramento, CA: Environmental Program, Noise, Air Quality, and Hazardous Waste Management Office. Sacramento, CA. Available: (http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf).

California Department of Transportation. 2013. Transportation and Construction Vibration Guidance Manual. September. Sacramento, CA: Environmental Program, Noise, Air Quality, and Hazardous Waste Management Office. Sacramento, CA. Available: (http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf)

California Department of Transportation. 2015. Standard Specifications.

California Department of Transportation. 2020. Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects. April. 2020. Sacramento, CA. Available: (https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/traffic-noise-protocol-april-2020-a11y.pdf).

California Department of Transportation (Caltrans). 2021. Water Quality Planning Tool. Available at: http://www.water-programs.com/wqpt.htm

City of Menifee. 2013. General Plan. Available at: https://www.cityofmenifee.us/221/General-Plan

City of Menifee. 2013. Menifee General Plan Draft Environmental Impact Report. Available at: https://www.cityofmenifee.us/262/Environmental-Impact-Report

DWR (Department of Water Resources). 2021. Groundwater Basin Boundary Assessment Tool. Available at: http://gis.water.ca.gov/app/bbat/

Environmental Protection Agency. 2021 (accessed). *Conformity Adequacy Review: Region 9.* https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-9

Environmental Protection Agency. 2021 (accessed). *Criteria Air Pollutants.* https://www.epa.gov/criteria-air-pollutants

Environmental Protection Agency. 2025 (accessed), Monitor Values Report, Air Data, Site ID 060659001, Lake Elsinore-W Flint Street Station, Lake Elsinore and Site ID 060658001, Rubidoux-Mission Blvd Station, Riverside http://www.epa.gov/airdata/ad_rep_mon.html

Fehr & Peers. 2022. I-215 and McCall Boulevard Interchange Project Traffic Operations Analysis Report.

Fehr & Peers. 2022. I-215 and McCall Boulevard Interchange Project Induced Travel Study.

Fehr & Peers. 2024. Supplemental Information for the I-215/ McCall Boulevard Interchange Project GHG Assessment.

Federal Highway Administration. 1998a. FHWA Traffic Noise Model, Version 1.0 User's Guide. January. FHWA-PD-96-009. Washington D.C.

Federal Highway Administration. 1998b. FHWA Traffic Noise Model, Version 1.0. February. FHWA-PD-96-010. Washington D.C.

Federal Highway Administration. 2006. Roadway Construction Noise Model. February, 15, 2006. Available: (http://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/).

Federal Highway Administration. 2011. Highway Traffic Noise: Analysis and Abatement Guidance. December. Washington D.C. FHWA-HEP-10-025. Available: (http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf)

Federal Highway Administration. 2016. Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA.

Health Effects Institute. 2007. *Mobile-Source Air Toxics: A Critical Review of the Literature on Exposure and Health Effects.*

Health Effects Institute. 2009. Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects.

Natural Resource Conservation Service (NRCS). 2021. Web Soil Survey.

Sacramento Metropolitan Air Quality Management District. 2021. Roadway Construction Emissions Model, Version 9.0.0.

South Coast Air Quality Management District. 2016. *Air Quality Management Plan,* https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp

South Coast Air Quality Management District. 2019. *SCAQMD Air Quality Significance Thresholds,* https://www.aqmd.gov/ceqa/handbook/signthres.pdf.

Southern California Association of Governments. 2024. 2024-2050 Connect SoCal -Regional Tranpostation Plan/Sustainable Communities Strategy.

Southern California Association of Governments. 2023. *2023 Federal Transportation Improvement Program.*

University of California, Davis. Institute of Transportation Studies. 1997. *Transportation Project-Level Carbon Monoxide Protocol* (UCD-ITS-RR-97-21).

U.S. EPA. 2015. Green Book. http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf

U.S. Climate Data. 2021. *Climate Menifee.* Available at https://www.usclimatedata.com/climate/menifee/california/united-states/usca1717.

United States (U.S.) Census. 2019. QuickFacts for Riverside County and the City of Menifee, California. Available at: https://www.census.gov/quickfacts/fact/table/riversidecountycalifornia,menifeecitycalifornia/PST045219.

Climate Change References:

Barth, Matthew and Kanok Boriboonsomsin. 2010. *Real-World Carbon Dioxide Impacts of Traffic Congestion*. Berkeley, CA: University of California Transportation Center. UCTC-FR-2010-11. https://www.researchgate.net/publication/46438207. Accessed: June 14, 2024.

California Air Resources Board (ARB). 2008. *Climate Change Scoping Plan Appendices. Volume II: Analysis and Documentation*. Appendix I, p. I-19. December. https://ww3.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm. Accessed: June 14, 2024.

California Air Resources Board (ARB). 2021. *SB 375 Regional Plan Climate Targets*. https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets. Accessed: June 14, 2024.

California Air Resources Board (ARB). 2022a. *2022 Scoping Plan for Achieving Carbon Neutrality*. Executive Summary. https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed: June 14, 2024.

California Air Resources Board (ARB). 2022b. *Climate Change*. https://ww2.arb.ca.gov/our-work/topics/climate-change. Accessed: June 14, 2024.

California Air Resources Board (ARB). 2023. *California Greenhouse Gas Emissions Inventory Data–2023 Edition, 2000-2021*. https://ww2.arb.ca.gov/ghg-inventory-data. Accessed: June 14, 2024.

California Department of Transportation (Caltrans). 2019. *Caltrans Climate Change Vulnerability Assessments. District 8 Technical Report*. June. Prepared by WSP. https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/air-quality-and-climate-change/2019-climate-change-vulnerability-assessments.

California Department of Transportation (Caltrans). 2020. *Caltrans Greenhouse Gas Emissions and Mitigation Report*. Final. August. Prepared by ICF, Sacramento, CA. https://dot.ca.gov/programs/public-affairs/mile-marker/summer-2021/ghg. Accessed: June 14, 2024.

California Department of Transportation (Caltrans). 2021a. *California Transportation Plan 2050*. February. https://dot.ca.gov/programs/transportation-planning/division-of-transportation-

planning/state-planning-equity-and-engagement/california-transportation-plan. Accessed: June 14, 2024.

California Department of Transportation (Caltrans). 2021b. *Caltrans 2020-2024 Strategic Plan*. https://storymaps.arcgis.com/stories/f190b9755a184b268719dac9a11153f7. Accessed: June 14, 2024.

California Department of Transportation. 2023. *Sustainable Operations at Caltrans*. https://dot.ca.gov/programs/esta/sustainable-caltrans. Accessed: June 14, 2024.

California Governor's Office of Planning and Research (OPR). 2015. *A Strategy for California @ 50 Million.* November. https://opr.ca.gov/planning/environmental-goals/. Accessed: June 14, 2024.

California Natural Resources Agency. 2022. *Nature-Based Climate Solutions: Natural and Working Lands Climate Smart Strategy*. https://resources.ca.gov/Initiatives/Expanding-Nature-Based-Solutions. Accessed: June 14, 2024.

California Natural Resources Agency. 2023. *California Climate Adaptation Strategy*. https://climateresilience.ca.gov/overview/index.html. Accessed: June 14, 2024.

California Ocean Protection Council. 2022. *State Agency Sea-Level Rise Action Plan for California*. February. https://www.opc.ca.gov/climate-change/sea-level-rise-2/. Accessed: June 14, 2024.

California State Transportation Agency. 2021. *Climate Action Plan for Transportation Infrastructure (CAPTI)*. https://calsta.ca.gov/subject-areas/climate-action-plan. Accessed: June 14, 2024.

Climate-Safe Infrastructure Working Group. 2018. *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. September. https://resources.ca.gov/CNRALegacyFiles/docs/climate/ab2800/AB2800_Climate-SafeInfrastructure_FinalNoAppendices.pdf. Accessed: June 14, 2024.

Federal Highway Administration (FHWA). 2022. *Sustainability*. https://www.fhwa.dot.gov/environment/sustainability/resilience/. Last updated July 29, 2022. Accessed: June 14, 2024.

Federal Highway Administration (FHWA). No date. *Sustainable Highways Initiative*. https://www.fhwa.dot.gov/environment/sustainability/initiative/. Accessed: June 14, 2024.

National Oceanic and Atmospheric Administration (NOAA). 2022. *2022 Sea Level Rise Technical Report*. https://oceanservice.noaa.gov/hazards/sealevelrise/sealevelrise-tech-report.html. Accessed: June 14, 2024.

State of California. 2018. *California's Fourth Climate Change Assessment.* http://www.climateassessment.ca.gov/. Accessed: June 14, 2024.

U.S. Department of Transportation (U.S. DOT). 2014. *Corporate Average Fuel Economy (CAFE) Standards*. https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards. Accessed: June 14, 2024.

U.S. Department of Transportation. 2023. *Climate Action*. January. https://www.transportation.gov/priorities/climate-and-sustainability/climate-action. Accessed: June 14, 2024.

U.S. Environmental Protection Agency (U.S. EPA). 2021. *Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026*. December. https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions. Accessed: June 14, 2024.

U.S. Environmental Protection Agency. 2024a. *Data Highlights*. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022. https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks. Accessed: June 14, 2024.

U.S. Environmental Protection Agency. 2024b. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022*. https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks. Accessed: June 14, 2024.

U.S. Global Change Research Program. 2023. *Fifth National Climate Assessment*. https://nca2023.globalchange.gov/chapter/front-matter/. Accessed: June 14, 2024.